Gazette of the United States, and Philadelphia Daily Advertiser.

By JOHN FENNO, N°. 119 Chesnut Street.

NUMBER 1499.] PHILADELPHIA: WEDNESDAY EVENING, JUNE 28, 1797. [VOLUME X

For Sale,

The fine and remarkably fast sailing Schooner
Virginia and Philadelphia Packet,
Burthen about 100 tons. For terms apply to
Ross & Simson.
June 12. dtf

For Sale,

The cargo of the brig Enterprize, Captain Langdon from Bourdeaux, now landing at Morton's wharf,

CONSITING OF

524 hhds. of Claret
217 cases of ⁂ to
100 cases of Sweet Oil
110 pipes London proof } BRANDY.
10 pipes of Holland proof } BRANDY.

Entitled to drawback.

Apply to
Wharton & Lewis,
No. 115, South Front St.

Said Brig,

WILL take a FREIGHT for the West-Indies or Europe, sails fast, burthen about fifteen hundred barrels, is in complete order, and will be ready to receive a cargo in a few days
Apply as above.
May 24 §

Printed Calicoes.

JOHN MILLER, Jun. & Co.
No. 8 Chesnut-Street,
Have for Sale
FIFTY TRUNKS neatly assorted, very low on short credit.
March 6. §

To be Sold,

A large and convenient
Three Story Brick House;
SITUATE at the north-east corner of Arch and Fourth-streets. It contains eighteen rooms—and is in every respect well finished. For particulars enquire of
M. Keppele,
No. 138, Chesnut-street.
May 31. §

FASHION AND CHEAPNESS.

INTELLIGENCE TO THE LADIES.

JUST received from LONDON, two trunks of elegant BRUNSWICK KID Ladies' Shoes, of the most fashionable patterns and shape now worn in that city, and will be sold off immediately in small quantities, at first cost, for cash, at Mrs. ENEFER's, No. 105 Walnut street, between Third and Fourth streets.

⁂ The above was purchased of Mr. FOX, in Piccadilly, who manufactures for most of the nobility, and will be warranted good.
June 13 §gt

John Miller, jun. & Co

Have received per the India, Ashmead, from Calcutta,
A well assorted small Invoice of
Gurrahs
Baftas
Coffaes
Calicoes
Bengal Stripes
Laid in remarkably low, which they will sell for cash or short credit on very advantageous terms.
June 5. d2wfr14th

George Dobson,

No. 25 South Third-Street,
HAS imported per ships William Penn, Starr, and Diana, from London,
5-4 Super London Chints, elegant patterns,
Ginghams, Muslinetts and Dimity's.
Fashonable Waistcoating, newest patterns.
Ribbands well assorted, in small trunks.
4-4 5-4 and 6-4 India and British Book-muslins.
Fancy Cloaths and Cassamiers,
The whole to be disposed of cheap for Cash or approved Notes of a short date.
June 14, '97. d.tf.

Received by the Indostan,

From Madras,
A SMALL invoice consisting of the following Coast Goods, viz.
Blue Cloths
Long Cloths, 14 punjums
Do. do. first
Madrass Handkerchiefs, and
Book Muslins
WILLING & FRANCIS.
March 27. 32w

Millinery Room,

No. 136 Market-street.
MISS CHRYSTAL
TAKES an early opportunity of acquainting her Friends that she has received by the WILLIAM PENN, a variety of NEW MILLINERY, &c. which she hopes to be able to shew them in a few days.
May 18 §3ot

Just Received,

From Batavia (via Providence)
170 Sacks of Java Coffee of first quality
200 half sacks do. do.
A few Boxes of Spices, consisting of
Nutmegs, Cloves and Mace
For sale by
WILLINGS & FRANCIS,
Penn-street.
may 30 dtf

Musical Instrument Manufactory,

No. 167, Arch-Street.

HARPER, harpsichord, grand, portable grand, sid-board, pier table and square piano forte maker from London, returns thanks to his friends and the public, for their liberal encouragement, and hopes that by his assiduity and attention to every branch of his business, to merit a continuance of their favors. Piano fortes made on the newest and most approved plans, with pedals, patent, swell, and French harp stop, which he flatters himself will be found on trial by unprejudiced judges, to be equal if not superior to any imported, and twenty per cent cheaper. Any instrument purchased of him, if not approved of in twelve months, he will exchange.

N. B. All kinds of Musical instruments made, tuned, and repaired with the greatest accuracy, dispatch, and on the most reasonable terms, for ready money only.
Second hand Piano Fortes taken in exchange.
May 22. 4&am.

To be Sold by Auction,

At the Coffee House on Thursday Evening, June 29th, at 8 o'clock, the following Lots of ground, situate on Sixth Street, opposite to the State House Garden: viz.

LOT 1. Beginning at the South East corner of George and Sixth Streets, 21 feet wide and 130 deep.
2, adjoining lot 1, 20 feet wide, 130 deep.
3, adjoining lot 2, 19 feet wide, 130 feet deep.
4, adjoining lot 3, 19 feet wide, 130 feet deep.
5, adjoining the south side of the Loganian library, 23 feet wide, 130 feet deep.

These lots are bounded on the westward by the 30 feet alley that runs from George to Walnut street, of which alley they have the privilege.

Conditions of sale, one fourth cash, the remainder in approved notes at 2 4 and 6 months, with interest.

Footman & Co. Aucts.
June 23. dt29th

A Quantity of Brandy,

FIRST & 2d proof,
Gin, of 4th proof, in pipes
Jamaica Spirits, 4th proof, in Hhds
Old Hock, in cases of 40 dozen each
Glass Tumblers, in pints and half-pints
Window Glass, in boxes, of different sizes
Hazlenuts, in sacks
Whiting
Copperas
White Lead } in hhds
& Spanish Brown
For Sale by
PETER BLIGHT.
January 4 §.

Ross & Simson,

Have for Sale,
A QUANTITY OF PRIME
St. Domingo Cotton,
Superior Old Lisbon Wine in Pipes
Excellent India Market
Teneriffe Wine,
In Madeira Casks
A few Quarter Chests best
Fresh Hyson and } TEAS
Hyson Skin }
Muscovado Sugars in Hogsheads, and
Coffee in Tierces
March 7. ||tf

C. E. Whitlock,

DENTIST,
RESPECTFULLY informs the Ladies and Gentlemen of Philadelphia and its vicinity, that he continues to perform all operations on the Teeth; supplies the deficiencies of nature with artificial or real teeth, in all the various modes of fixing—Cleans, files, regulates, extracts, and fills decayed teeth with gold or lead, &c. &c. He waits upon Ladies and Gentlemen at their houses, and will be happy to receive their commands by note, at Mrs. FINCH's, No. 68 north Eighth street, or at his house, next to the Black Horse Tavern, on the Frankford road.

	Dollars.
Scaling and cleaning	5
Artificial teeth, with enamel, per tooth,	5
Do. in gold sockets or screws	7
Natural teeth with ligature.	7
Do. on gold or ivory sockets, or gold screws	10
Filing and cutting away decay—each decay	1
Filling with gold	2
Do. with lead	1
Extracting (to the families who employ him as dentist)	1
Do. where not employed	2
Tooth powder of his own preparing	1
Brushes, best London manufacture	25 cents.

Regulating, &c. according to the operation.
⁂ C. WHITLOCK will sell the time of a Negro Man;—he is honest and sober, and has about 5 years and a half to serve. Enquire as above.
June 15 §qtuhtf

Erskine's View of the War.

JUST PUBLISHED,
By ROBERT CAMPBELL & Co.
No. 40 South Second street,
[Price 31 Cents]
A View of the Causes and Consequences of the present War with France.
By the Honorable THOMAS ERSKINE.
May 15 §

GABRIEL DECOMBAZ,

BOOKSELLER & STATIONER,
Begs leave to inform the public that he has removed his Shop to No. 32, South Third street,
AND HAS JUST PUBLISHED,
(Neatly bound and lettered, price 2 dols. 25 cts.)
The Adventures of Telemachus.
French and English, 2 vols. 12mo.

AMONG the books which daily fall into the hands of the youth of both sexes, none have a higher claim to their attention than Telemachus. The most interesting lessons are here conveyed in the vehicle of an interesting Poem, replete with the finest touches of the true pathetic, and embellished with all the graces of a beautiful style. The fatal effects of indulging the passions are exemplified in the most striking manner; and the happiness attending innocence and virtue painted in the liveliest colours. Whatever can incite to virtue or deter from vice; whatever can enlighten the understanding, charm the imagination, and improve the heart, is to be found in this interesting work.

THE NAVAL GAZETTEER;
Being a complete Geographical Dictionary, containing a full and accurate account, alphabetically arranged, of all the countries and islands in the known world; showing their latitude, soundings, and stations for anchorage; with a particular description of the several Bays, Capes, Channels, Coves, Creeks, Currents, Gulfs, Harbours, Havens, Lakes, Oceans, Races, Rivers, Roads, Rocks, Sands, Shoals, Sounds, Straits, Tides, Variation of the Compass &c. Together with a particular relation of the shape and appearance at sea, of the several Headlands, Isthmuses, Peninsulas, Points, Promontories, and whatever is of use or importance to the Master, Pilot, Commander, or Seaman of any ship or vessel, in navigating the watery element.

Also Comprehending
Ample Directions for sailing into or out of the different Ports, Straits, and Harbours of the four quarters of the world; and for avoiding dangers on the various and extended coasts; in which more than twelve thousand distinct names of places, are treated of and explained. With a correct set of Charts, 2 vols. 8vo. price 6 dols.
By the Rev. JOHN MALHAM,
☞ This has been pronounced the most useful and the cheapest book published in America.
June 21. dtf.

CINCINNATI.

THE Members of this State Society are hereby notified, that their anniversary meeting for the purpose of electing officers of the Society, and transacting such other business as may comebefore them, will be held on the 4th day of July next, in the State-House, at 10 o'clock in the morning. The punctual attendance of the members is requested, as a quorum did not attend at the last anniversary meeting—After the business is finished, the Society will adjourn to O'Ellers Hotel, in order to celebrate the birth day of our freedom and independence. The dinner will be on the table at half past three o'clock.

The members of the other States Societies of the Cincinnati and the officers of the American army, who may be in this city on that day, are particularly invited to join this State Society in commemoration of the day.

By order of the standing committee.
R. PORTER, Secretary.
June 22d, 1797.

The Commissioners

FOR carrying into effect the sixth article of the treaty of amity, commerce and navigation, concluded between his Britannic majesty and the United States of America, on the 19th day of November, 1794, having this day constituted their Board, pursuant and agreeably to the said treaty, do hereby give notice, that they are ready to proceed to business accordingly; and they desire that all claims under the said article (which so far as the same describes the cases thereby provided for, is hereunto annexed) may be lodged with their Secretary without delay.

They further desire that all such claims may not only state in what manner the several cases come within the description of the said article, but also specially set forth the nature of the evidence by which the claimants respectively undertake to substantiate the same.

Extract from the said article,

"Whereas it is alledged by divers British merchants, and others his majesty's subjects, that debts to a considerable amount, which were bona fide contracted, before the peace, still remain owing to them by citizens or inhabitants of the United States; and that by the operation of various lawful impediments, since the peace, not only the full recovery of the said debts has been delayed, but also the value and security thereof have been in several instances impaired and lessened, so that by the ordinary course of judicial proceedings, the British creditors cannot now obtain and actually have and receive full and adequate compensation for the losses and damages which they have thereby sustained: It is agreed that in all such cases where full compensation for such losses and damages cannot for whatever reason be actually obtained, had and received by the said creditors in the ordinary course of justice, the United States will make full and complete compensation for the same to the said creditors; but it is distinctly understood, that this provision is to extend to such losses only as have been occasioned by the lawful impediments aforesaid, and is not to extend to losses occasioned by such insolvency of the debtors or other causes, as would equally have operated to produce such loss, if the said impediments had not existed; nor to such losses or damages as have been occasioned by the manifest delay, or negligence, or wilful omission of the claimant."

By order of the Board,
GRIFFITH EVANS,
Secretary.
Philadelphia, Commissioners' Office,
No. 3 south Sixth-street, May 29,
1797. J 6—§1m

THE SUBSCRIBER having been appointed by the Envoy Extraordinary and Minister Plenipotentiary of his Britannic Majesty, General Agent for assisting British creditors, and such particular agents as they may specially authorize, in prosecuting their claims before the commissioners for carrying into effect the sixth article of the *Treaty of Amity, Commerce and Navigation between his Britannic Majesty and the United States of America,* hereby gives notice that he has opened his office at his house the south east corner of Chesnut and fifth streets, Philadelphia, where he is ready to receive all claims or instructions for claims with the vouchers and documents thereof, for the purpose of bringing forward the same agreeably to the rules and orders which the board may think proper to prescribe.

And as it will be for the interest of all concerned, that the several claims be so stated, and supported, as to prevent the delay which would arise from the necessity of obtaining further information, or additional materials, from persons residing at a distance, the general agent thinks it his duty to add, (for the direction chiefly of those, who, not having employed particular agents, may leave the prosecution of their claims to his charge and management) that all such claims ought in particular to set forth—

1st. The proper description and situation of the creditor or claimant, and original debtor, respectively.

2d. The date or nature of the original contract or debt.

3d. When, in what manner, and to what extent, the creditor or claimant was prevented or impeded, by the provision, operation or defect of law, the decisions and practice of courts, or restraint of execution, from recovering payment of the debt in question.

4th. The loss and damage incurred or sustained, in consequence of such impediments, whether the same may have arisen from the insolvency, change of situation, or death of the debtor, the loss of legal remedy from lapse of time, or other causes impairing the value and security of the debt, which would not have so operated if such impediments had not existed.

And 5th. The particular grounds and reasons on which the claimant maintains, in the terms of the treaty, that "by the ordinary course of judicial proings, the creditor cannot now obtain and actually have and receive full and adequate compensation" for the losses and damages so sustained.

The general agent thinks it his duty further to suggest that the several claims ought to be accompanied and supported by the affidavits of the claimants duly sworn and regularly attested, both as to the existence of the debts claimed, and such other circumstances as may be within their own knowledge respectively. And wherever the claimants in stating the nature of their evidence (which must in every instance be the best of which the case is capable) have occasion to refer to the testimony of witnesses, it will be proper to apprise the general agent of the names and places of residence of such witnesses and the facts to be established by their testimony.

Wm. Moore Smith.
Philadelphia, June 8th, 1797. d1m

The Shareholders

OF the *Pennsylvania Population Company,* are requested to meet at the Company's Office, No. 53, North Fourth Street, on Thursday the 29th instant, at 12 o'clock.
By order of the Board.
SOLOMON MARACHE, Sec'ry.
June 19. dt29th.

The Commissioners

FOR carrying into effect the TWENTY-FIRST Article of the Treaty of Friendship, Limits, and Navigation, between His Catholic Majesty and the United States of America, hereby give information to all Persons therein concerned.—That, in order to terminate all differences, on account of the losses sustained by the Citizens of the United States, in consequence of their Vessels and Cargoes having been taken by the Subjects of His Catholic Majesty, during the late War between Spain and France, that they are ready to receive (at their Office, between the hours of ten and one o'clock, daily) all complaints and applications, authorized by the said Article, during EIGHTEEN MONTHS from the day of the date hereof, and that they have power to examine all such persons as some before them, on oath or affirmation, touching the complaints in question, and also to receive in evidence, all written testimony, authenticated in such manner as they shall think proper to require or admit.

By Order of the Commissioners,
PETER LOHRA,
Secretary.
Commissioners Office, No. 109, Mulberry-street, Philadelphia, May 17th, 1797.
20—§4w

COLUMBIA HOUSE

Boarding School for young Ladies.

MRS. GROOMBRIDGE with much pleasure and respect, returns her sincere acknowledgement for the liberal encouragement she has received during four years residence in Philadelphia; and assures her friends and the public, so far from intending to decline her school, she has made a superior arrangement for the more convenient accommodation of her scholars.—Every branch of useful and polite education is particularly attended to by Mrs. Groombridge and masters excelling in their respective professions.

Corner of Spruce and Eleventh Streets.
June 5th, 1797. §1mstf

The situation is perfectly healthy; and made more agreeable by an extensive garden and lot of ground adjoining the house.

For Sale,

At the Office of the Gazette of the United States, No. 119, Chesnut-street,
The last Report of the late Secretary of the Treasury; being a brief history of the state of financial concerns of the United States.
The Proceedings of the Executive of the United States respecting the western insurrection: Containing many facts and circumstances no where else to be found. 50 cents.
The Letter of Mr. Pickering to our minister in France. 37 1-2 cents.
An Account of the Receipts and Expenditures of the United States for the year 1795.
A few copies of the volume for 1794 may be had to complete setts.
D'Ivernois' account of the Revolution in Geneva. 12 1-2 cents.

Household Furniture.

NOW selling by private sale, No. 17 Dock-street—consisting of chairs, tables, looking-glasses, bureaus, hand and fire irons, bedsteads, feather-beds carpets, bedding, window curtains, bed and table linen, kitchen furniture, &c. The whole in good order, and has only been a few months in use.

The sale to continue daily 'till the whole is sold.
June 2 §

Valuable Public Document.

THIS DAY IS PUBLISHED,
And for Sale
At the Office of the Editor of the Gazette of the United States,
No. 119 Chesnut-Street,
[PRICE ONE DOLLAR AND FIFTY CENTS]
A FEW COPIES OF THE
RECEIPTS and EXPENDITURES
OF THE UNITED STATES,
For the Year 1795,—
Being the LATEST Period to which an account can be made up.
February 22. §.

Nathaniel Lewis & Son,

Have for sale at their store, No. 70, adjoining George Latimer & Son, Pine-street Wharf,
A Quantity of
Madeira Wines
In pipes and half pipes
adeira Walnuts and Citron, lately imported in the schooner Sincerity, Capt. Copia
Also,
25 Puncheons, second and third proof, West-India Rum, and a few Pipes of Brandy.

They have constantly on hand and for sale, French Burr and Country *Mill Stones* of various sizes, and a general assortment of *Boulting Cloths* of the best quality, both American and Foreign manufacture. The former having proved, from several years experience of a number of millers in different parts of the United States at least equal, and in many instances superior to the European Cloths, we hope the manufacturer, Robert Dawson, will meet with liberal encouragement in this important and useful undertaking. He has obtained a patent and exclusive right of making and vending *Boulting Cloths* on his improved plan for a number of years, and they are sold only by himself in Lancaster, state of Pennsylvania, and by the subscribers in Philadelphia.
June 14 d

For sale,

A pair of very handsome
Bay Horses,
Near sixteen hands high, well broke, and perfectly gentle. Enquire at Mr. Kelson's stables, Church-alley.
Also, for Sale,
A Chariot and plated Harness.
June 31. d1op

Now Landing,

At Pratt's wharf,
FROM on board the ship Thomas Chalkley, Capt. Raser, from Bourdeaux,
CLARET in casks
Ditto in cases
White Wine Vinegar
Red Skins in boxes
For Sale by
Rundle & Leech.
May 15 §

United States,
Pennsylvania District, } ss.

IN pursuance of a Writ directed to me from the honorable Richard Peters Esquire, Judge of the District Court of the United States in and for the Pennsylvania District, will be exposed to PUBLIC SALE, at the Merchants' Coffee-House on Saturday, the first of July, at 12 o'clock at noon, The Ship or Vessel called the

Charlotte,

Together with all and singular her tackle, apparel and furniture, (or so much thereof as may be necessary) the same now being in my custody and possession, by virtue of a writ of attachment lately issued out of the District Court of the United States, in and for the Pennsylvania District, at the suit of and others, libellants, for wages due to them, &c. as mariners, &c.
WILLIAM NICHOLS, Marshal.
Marshal's Office
June 27, 1797. }

United States,
Pennsylvania District, } ss.

IN pursuance of a Writ directed to me from the honorable Richard Peters Esquire, Judge of the District Court of the United States, in and for the Pennsylvania District, will be exposed to PUBLIC SALE at the Merchants' Coffee-House, on Saturday, the first of July, at 12 o'clock at noon, The Schooner called The

Good Intent,

Whereof SAMUEL COX is master Together with all and singular her tackle, apparel and furniture, (or so much thereof as may be necessary) the same being now in my custody and possession, by virtue of a writ of attachment lately issued out of the District Court of the United States, in and for the Pennsylvania District, at the suit of and others, libellants for wages due to them, &c. as Mariners, &c.
WILLIAM NICHOLS, *Marshal.*
Marshal's Office,
June 27, 1797. } §

Just Imported,

In the ship Rebecca, from St. Croix,
Prime Sugar and Rum
40,000 wt. of Windward Island Coffee
A quantity of choice Madeira Wine.
James Yard,
South side Walnut street Wharf.
June 27. d6t

ELEGANT NEW FURNITURE

NOW Selling off Cheap, Consisting of Side-boards, commode, front, and sash corner card tables, circular and square do. circular and square bureaus, desks and chairs of the very newest fashion, bedsteads, and two very complete secretaries, and book-cases. The above articles may be had on advantageous terms, as the owner is about declining the business. Persons wishing to purchase are desired to apply immediately, in Second a few doors above Walnut Street, directly opposite the city tavern.
June 27. *d3t.

Will be Landed,

From on board the ship Active, Capt. BLAIR, from Hamburgh,
20 bales white Russia clean Hemp
2 casks Clover Seed
For Sale by
Thomas Herman Leuffer,
North Fifth street, No. 34.
June 26. §

For Sale,

THE time of a Mulatto Man, who has about 6 years to serve, understands the care of Horses, and is a good waiter.
Inquire of the Printer.
June 26. 1w

Dispute between the United States and France.

This day is published, by THOMAS BRADFORD, No. 8, South Front street, price 2s/4,
OBSERVATIONS on the dispute between the United States and France, addressed by ROBERT GOODLOE HARPER, of South Carolina, to his constituents. June 26—§6t

For Sale,

That well known place, called VANDEGRIFT'S FERRY,
ON Neshaminy creek, 18 miles from Philadelphia, on the New York post road, containing 74 acres and 94 perches. Upon the premises are a large two story stone house occupied as a tavern, and a good one story stone kitchen, a large frame stable with a good threshing floor, and some out buildings—also a well of good water, and an excellent ice House. On this place is a most elegant situation for a gentleman's seat, commanding a view of the Neshaminy to its junction with the Delaware, and thence across to the Jersey shore. It has the privilege of one half the toll received from the bridge.
For terms apply to the Subscriber,
MORDECAI LEWIS.
May 24. 3tawtf.

Best English Crown Window Glass.

A well assorted Invoice of the best English Crown Window Glass, of the following sizes:

10	by	8	212 BOXES.
11	by	9	
12	by	10	
14	by	10	
16	by	12	
19	by	14	

Likewise fresh Rice, high proof Brandy, best mess Beef, in half barrels.
Sail Cloth, No. 1. to 8.
Sherry Wine.
A few hundred weight of excellent Dutch Pistol and Rifle Gun Powder—and,
Thirty Boxes Chocolate.
For Sale by,
Samuel Breck, Jun.
No. 89, South Third-street.
June 21. co1w.

LAILSON'S CIRCUS,

On THURSDAY, 29th June.

For the Benefit of Mr. LANGLEY.

MR. LANGLEY, the American Equeſtrian, reſpectfully informs the Ladies and Gentlemen of Philadelphia and its environs, that every endeavor will be exerted to merit a continuance of thoſe favors he has had the honor of experiencing

The Exhibition will open with a

GRAND PARADE,

by both ſexes.

Maſterly feats of Horſemanſhip,

by Meſſrs. Langley, Sully, Herman, and Laiſon; with the comic tricks of Mr. M'Donald, in character of Clown; alſo, Mr. Langley will dance a HORNPIPE on a ſingle horſe in full ſpeed, with other unparaleled feats too tedious to mention.

Still Vaulting,

by the Equeſtrian Performers, in which will be introduced a ſurpriſing Equilibrium by Mr. Langley, balancing his body, extended on one hand in the attitude of a flying Mercury—*nec plus ultra* — with other exertions which he declines particulariſing.

Mr. LAILSON will introduce ſeveral new and aſtoniſhing feats never attempted by any but himſelf

The DIFFICULT LEAP over a GARTER,

By Mr. Langley, who will likewiſe ride ſitting in a chair, the horſe in full ſpeed.

Lofty Tumbling.

By Meſſrs. M'Donald, Reano and Sully, who will turn equal to the velocity of a fly of a jack the extent of the Stage.

Equeſtrian Performance.

Mr. Langley will leap from his horſe over ſeveral bars, place in different parts of the Circus, the horſe in full ſpeed, recovering his ſeat on the ſaddle at the ſame time.

The whole to conclude for the laſt time this ſeaſon with the favorite and Grand Hiſtorical Pantomime, in three acts, called,

Pierre de Provence.

Tickets to be had at the uſual places, and of Mr. Langley, at Mr. Boſſee's Coffee Houſe, South Fifth Street.

June 27 d3t.

Buſh Hill.

THE Public are reſpectfully informed that the Evenings Amuſement of the Gardens for this week are arranged for

MONDAY, WEDNESDAY AND FRIDAY.

N. B. They are alſo requeſted to take notice that the Tavern and Gardens will be publicly open for general admiſſion on Tueſdays, Thurſdays and Saturdays.

*** Sundays admittance, one quarter of a dollar, which entitles the perſon to its value in wines, liquors or refreſhments.

☞ Dinners dreſs'd for parties at a day's notice

An aſſortment of Ruſſia Cordage,

AMONGST which are three cables, one of 12, one of 10 1-2, and the other 7 1-2 inches, and each 120 fathoms long

Boſton Sail Duck, No's. 1, 2, 3, and 4
Bourbon Cotton, of a very ſuperior quality
Ditto Coffee in bags
Iſle of France Indigo
A few bales well aſſorted India Muſlins
Spermaceti Oil
Ditto Candles
Boſton Beef, prime and meſs
Codfiſh in hogſheads and tierces
Ditto in quintals
Mackarel in barrels
Herrings in ditto
4th proof Brandy, and
A few kegs of Lard

ALSO,

Juſt landing from on board the Active, from Hamburgh,

10 by 12, 8 by 10, and 9 by 12 German Window Glaſs, and a few boxes aſſorted Dutch Glaſs Ware, for ſale by

Joſeph Anthony & Co.

June 27 10t

WASHINGTON LOTTERY, No. II.

LIST OF PRIZES AND BLANKS.

100th Day's Drawing—June 17.

No.	Dols.	No.	Dols.	No.	Dols.	No.	Dols.
827		10796		30085		41029	
1027	10	16014		180		544	10
418		105		420	10	569	10
419	20	426	10	926		614	
2012		454		993		867	
038		693		31077		42478	
895		17588		742		43149	
3005		848		856		196	
036		18129	10	32066	10	227	10
c80		536		126	10	551	
444		19169	10	33229		561	10
446		822		276		594	
483		20392		363	10	867	
4119		455	10	388		44125	10
313		495		883		215	
462	50	648	10	34581		222	
847	10	21669		827	10	932	
5753		22113		997	10	45283	
6024		243	10	35134		649	
661		371	10	817	10	777	
7396	10	23048		36127	10	46354	10
606	10	249		379		855	
619		256	10	497		47253	
760		308		555	10	582	
9220		358		581		48241	
242		24526	10	37666		282	
846		601		802	10	497	10
11085	10	715	10	38084		541	
402		26097	10	924	10	611	10
716		385		927		700	
12036		27023		39012		994	
289	10	294		066		49153	
853		465		555		695	
870		28200	10	724		734	
967		611		40013		822	
13310	10	889		457		895	
499	10	29059		473			
15346		917	10	482	20		

101st day's drawing, June 19.

150	10	9495		26476		39253	10
698		974	10	946	10	378	
954	10	10165		28584	10	669	
997	10	199		29314	10	40140	
1463		389		353		206	10
674		769		363		906	10
2126	10	11950		528		42438	
618	10	12318		535	10	761	10
3345		783		828		43511	
4195	10	13914	10	30285		44279	
5137		14521		452		45339	
781		547		31361		674	
793		15762	20	31023		705	
6149		16275		491		764	
440	20	17484		33299		46526	
458	10	789		33120		857	
775		966		36599	10	47294	
900	10	20165	10	769		102	
7091	10	448		37413		327	
206		21897		661		535	10
361	10	22224	10	38070		807	
495		23601		080	10	48469	
8011		856	10	092	10	49540	
9190		929		154		761	
460	10	25976		579			

516 **The Gazette.**

PHILADELPHIA,

WEDNESDAY EVENING, *JUNE 28.*

LAW
OF THE UNITED STATES.

Publiſhed by Authority.

FIFTH CONGRESS
OF THE UNITED STATES.

AT THE FIRST SESSION,

Begun and held at the City of Philadelphia, in the State of Pennſylvania, on Monday, the fifteenth day of May, one thouſand ſeven hundred and ninety-ſeven.

An Act in addition to an Act, entitled "an Act concerning the Regiſtering and Recording of ſhips and veſſels".

BE it enacted by the Senate and Houſe of Repreſentatives of the United States of America, in Congreſs aſſembled, That no ſhip or veſſel which has been, or ſhall be regiſtered, purſuant to any law of the United States, and which hereafter ſhall be ſeized, or captured and condemned, under the authority of any foreign power, or that ſhall by ſale become the property of a foreigner or foreigners, ſhall, after the paſſing of this Act, be entitled to, or capable of receiving a new Regiſter, notwithſtanding ſuch ſhip or veſſel ſhould afterwards become American property; but that all ſuch ſhips and veſſels ſhall be taken and conſidered, to all intents and purpoſes, as foreign veſſels: Provided that nothing in this Act contained, ſhall extend to, or be conſtrued to affect the perſon or perſons owning any ſhip or veſſel, at the time of the ſeizure, or capture of the ſame,—or ſhall prevent ſuch owner, in caſe he regain a property in ſuch ſhip or veſſel, ſo condemned, by purchaſe or otherwiſe, from claiming and receiving a new regiſter for the ſame, as he might or could have done, if this Act had not been paſſed.

JONATHAN DAYTON,
Speaker of the Houſe of Repreſentatives.

THOS. JEFFERSON,
Vice-Preſident of the United States, and Preſident of the Senate.

United States, June 27th, 1797.

Approved:

JOHN ADAMS,
Preſident of the United States.

Depoſited among the Rolls in the Office of the Department of State.

TIMOTHY PICKERING,
Secretary of State.

BOSTON, June 22.

From Ireland.

Capt. Sprague, arrived here yeſterday from Dublin, informs, that the ſpirit of Inſurrection in Ireland continued daily to wear a more ſerious aſpect—that a ſhort time previous to his ſailing, there had embodied in the invirons of Dublin, above 80,000 men, completely armed, whoſe publicly avowed object, was, catholic emancipation—religious freedom, and the Independence of Ireland—that this body of men were encreaſing in numbers, and practiſed ſtrict order and ſubordination—that they aided and aſſiſted the farmers in gitting in their crops, intending thereby to ſecure the means of ſubſiſtence, when ſtruggling for their liberty—that many of the members of the Iriſh parliament, were friendly to their cauſe; and that they had notified the government, that in caſe of a refuſal, to grant them, what the laws of nature and of God would juſtify, they would apply for foreign aid, determining to periſh, rather than to ſubmit any longer to drag on a ſlaviſh and miſerable exiſtence —He further informs, that the city of Dublin was in a continued ſtate of alarm and apprehenſion—that the manufactories were ſhut up—and trade of every kind apparently annihilated.

[It is certainly worthy of remark, that none of our late London papers mention a word about the ſituation of Ireland; which, from the above, and other verbal accounts received here, ſeems to be "*done over.*" There muſt be a little exaggeration.]

It is with pleaſure we obſerve, that a reſolve of the General Court, has paſſed empowering the agents for building the State-Houſe, to procure portraits of the illuſtrious Governors BOWDOIN, HANCOCK and ADAMS, to be preſerved in ſome part of that ſuperb edefice. It is of importatnce, that there ſhould be, in all States ſome depoſitory of the images of thoſe, whoſe characters have become immortal. How gratifying will it be to poſterity, to view the accurate reſemblances of WASHINGTON, and his contemporary patriots, who, together wrought the great work of their country's ſalvation! While they contemplate the venerable countenances and figures of thoſe godlike men, their boſoms will be inſpired with a glorious emulation to imitate their virtues, and to perpetuate the principles of liberty, independence, honor and truth.

RICHMOND, JUNE 20.

IF, (ſays a Correſpondent) a peace has abſolutely been ſettled between France and the Emperor, and a treaty formed on terms advantageous to the Republic; the diſadvantages which muſt reſult to the United States, at the preſent criſis, will be incalculable. The French Republic, proud in her victories, and powerful in her alliances, will ſtop nothing ſhort of humbling her natural foe, Great Britain; and ſo little can the friendſhip or the enmity of the U. States affect that determination that De la Croix, with ſome juſtice may declare he "*will not condeſcend to calculate the advantages or diſadvantages.*" If, however, France diſcovers ever ſuch great benefits which might reſult from the two Republics' ſtrengthening the bands of friendſhip; it is the opinion of our political YATES, that ſhe will be ſo *bloated* with pride, on her acquiſition of her new ally, as obſtinately to refuſe the acceptance of our Envoys Extra. or give any other explanation of her motives than thoſe ſhe has already adduced.

VICTOR HUGUES.

The *God-Father* of Weſt India piracy, died ſometime in laſt month. When bro't before the Supreme Judge, for "*adjudication.*" we hope we will find more *juſtice* than ever he diſplayed towards American veſſels and ſeamen.

JUNE 21.

Yeſterday evening our worthy fellow-citizen John Marſhall, left this city in order to join his colleague, Mr. Dana, at Philadelphia, from whence they go immediately to France. Mr. Marſhall was eſcorted 7 or 8 miles on the road by the city light-horſe, and an immenſe concourſe of citizens. He was ſaluted as he paſſed the ſuburbs of the city, by a diſcharge of cannon—in ſhort every mark of attention which could be, was ſhewn upon this occaſion. At parting with his company, the manly aſpect of the General, appeared to yield to his natural ſenſibility, and not having, at this moment, words to expreſs his thanks for their politeneſs—a tear evinced the feelings of his mind, and foretold, *that his country's good reſted on his heart. Health* to his perſon—*pleaſure* to his voyage, and SUCCESS to the negociation.

Foreign Intelligence,

PARIS, May 1.

Previous to the ſigning the preliminaries of peace, the emperor ſent to the French general three noblemen of the higheſt rank in his court as hoſtages. Buonaparte received them with diſtinction, invited them to dinner, and, during the deſert, addreſſed them thus—"Gentlemen, you are free—Tell your maſter, that if his imperial majeſty wants a pledge, you cannot ſerve for one, and that you ought not, if none be wanted."

The Executive Directory have, it is ſaid, directed general Buonaparte to demand the liberty of La Fayette and his two companions in misfortune—Bureau de Puſy and Latour Maubourg. It is not to be ſuppoſed that the hero of Italy, ſo diſtinguiſhed by every noble and generous ſentiment, would have neglected to break the chains of the illuſtrious victims of the vengeance and tyranny of the Engliſh government: but it is pleaſing to ſee the Directory themſelves anticipating this act of magnanimity and juſtice. It is a glorious triumph of the ſpirit of moderation over the fury of party.

Meſſage from the Directory to the council of Five Hundred, of the 30th ult.

"We are eager to diſſipate by this meſſage, the uneaſineſs created in the public mind, and which diſaffection and ſtock-jobbing have attempted to accredit, relative to the reality of the preliminaries of peace concluded between general Buonaparte and the emperor's plenipotentiaries. The adjutant-general of the army of Italy, Sole, arrived yeſterday evening with the preliminary ſtipulations ſigned, which he delivered to the Directory. That officer paſſed through Germany, and hoſtilities have ceaſed every where. The baſis of theſe preliminaries, approved of to-day by the Executive Directory, are,

The ceſſion of Belgium by the emperor and king.

The acknowledgements of the limits of France, ſuch as they have been decreed by the laws of the republic.

The eſtabliſhmeat and the independence of a republic in Lombardy.

"Theſe moderate as well as honorable conditions are the guarantees of the ſolidity and duration of a peace ſo glorioufly conquered by the love of liberty, the indefatigable bravery of our brethren in arms, and the talents of the generals, who, for ſix years, have led them to victory."

This meſſage was received by the council of Five Hundred with the loudeſt plaudits.

Jean de Bry paid a juſt tribute of gratitude to the peace-makers of Europe: he expreſſed the warmeſt wiſhes that the peace might extend beyond the continent; and he concluded by moving, that the legiſlative body ſhould direct the day of the ſigning of the preliminaries of peace to be a day of rejoicing.

Paſtoret moved that a column ſhould be erected to the brave defenders of the republic in the ſquare of the great commune, with this inſcription:

La Republique reconnoiſſante a ſes braves Defenſeurs.

The Republic in gratitude to her brave Defenders.

Theſe motions were referred to a commiſſion.

The above is a literal tranſlation of the meſſage of the Directory.—We ſhall now lay before our readers an extract from the Republicain Francais (one of the moſt reſpectable of the Paris papers) which gives more in detail the preliminary articles; and this intelligence, though not official, may probably be conſidered as authentic. It has been copied by all the other Paris papers.

The independence of the republic of Batavia is recogniſed by the emperor.

The preſervation, by the republic of Belgium and the country of Liege.

The French republic ſhall have, for limits, Luxembourg, and all the territories of the empire to the Meuſe.

The emperor recogniſes the independence of the republic of Lombardy. He receives as an indemnification a part of the Terra Firma of Venice—Venice is to receive in exchange the legation of Bologna and Ferrara. There is to be a Congreſs at Berne, to regulate the definitive articles. The two powers ſhall invite their allies to be preſent at the Congreſs, to treat for a general peace.

Buonaparte, to the Doge of Venice.

Head-quarters, Judenberg, 20th Germinal (April 9.)

In all the Venetian territories in Terra Firma, the ſubjects of your government are under arms, and the rallying cry is "Death to the French!"

The number of the ſoldiers of the army of Italy, who have been their victims, amount already to ſeveral hundreds. In vain you affect to diſavow thoſe movements which have been provoked by yourſelf. After I have carried our arms into the heart of Germany, do you believe that I ſhall not be able to make the firſt nation in the world be reſpected? Do you imagine that the legion of Italy will ſuffer tamely the maſſacres which you excite? The blood of our brothers in arms ſhall be avenged; and there is not a French battalion charged with the miſſion, which does not feel three times the courage and ſtrength neceſſary to puniſh you. The ſenate of Venice has returned the blackeſt perfidy for the generoſity with which we have behaved towards it. I ſend you my propoſitions by one of my aids-de-camp and chief of brigade—War, or Peace. If you do not immediately take every meaſure neceſſary for diſperſing the banditti, if you do not, as ſoon as poſſible, arreſt and put into my hands the authors of the murders which have been committed, war is declared. The Turks are not on your frontiers; no enemies menace you; yet you have ſanctioned the premeditated deſign of the prieſts, to form inſurrection, & to direct it againſt the French. I give you 24 hours to diſperſe them. The days of Charles VII. are paſt. If, notwithſtanding the good will the French government has ſhewn towards you, and I ſhall be compelled to attack you, do not imagine that the French ſoldiers, like the brigands you have armed, will ravage the fields of the innocent and unfortunate people of Terra Firma. No. I ſhall protect them! and they will bleſs the cauſe which has obliged the French army to deliver them from your tyrannical government.

BUONAPARTE.

MILAN, April 19.

Is, or ſhall the Independence of Lombardy be acknowledged?

The following letter from Gen. Buonaparte, may ſerve as an anſwer to this queſtion:

Buonaparte to the Adminiſtration of Lombardy.

Head quarters, Scheiſling, 16 Germinal, April 5.

Citizens,

You aſk me to guarantee your future liberty! Do not the victories which the army of Italy every day obtain guarantee it ſufficiently? Each of our victories ſtrengthens the edefice of your conſtitution. Several victories ſignalize the opening of the compaign, a multitude of priſoners, and the conqueſt of three provinces of the Hereitary States. Are not theſe of more value than any declaration of mine, ſince you cannot doubt either the intereſt or the ſtrong deſire of the French Government to declare you free and independent. Employ yourſelves in inſtructing and in promoting the happineſs of the people. Complete the Legions of Lombardy and Poland. Profit of the moment that the French armies occupy Italy, to render yourſelves a military power, without which you cannot ſecure either independence or liberty. Rely with confidence on thoſe ſentiments of eſteem which render me deſirous of obliging you, and upon my ardent wiſh to concur in any thing that can contribute to the liberty of Italy.

BUONAPARTE.

VIENNA, April 26.

How much peace was wiſhed for, even on the part of the French, may be ſeen from the following circumſtances;

The Neapolitan ambaſſador, the marquis di Gallo, general Meerfeldt, and general Buonaparte, met in an apartment of the palace of the biſhop of Leoben, and had a long conference in order to ſign the preliminaries of peace.

In the afternoon of the 18th a number of ſtaff officers and generals of the French army, who had been invited by general Buonaparte, were collected in a large hall, where they waited the hour of dinner: they all knew the negociations were begun, but expected not at all the preliminaries would be ſigned that day; after they had waited a conſiderable time, the folding doors of an anti chamber were thrown open, and Buonaparte entered with the marquis di Gallo and general Meerfeldt. He ſhouted, "Long live the emperor, long live the republic: preliminaries of peace are ſigned, long live the emperor, long live the republic!!"

This joyful intelligence was received with the loudeſt plaudits and teſtimonies of joy by all preſent, which were re-echoed through all the palace by the attendants, the ſervantr, and the ſoldiers.

The Plenipotentiaries, Generals, and officers, afterwards ſat down to as ſumptuous a dinner as the place and circumſtances would afford; and at which the health of the Emperor, the proſperity of the republic, and the armies and generals on both ſides, were drank, with the moſt joyful acclamations.

Soon after dinner Gen. Clarke arrived, and was received with expreſſion of joy.

PORTSMOUTH, May 9.

The STAR ſays, "the county quota men are ſaid to have been peculiarly active in the late diſturbances on board the fleet. We cannot confirm this report; but we know that to the unwiſe meaſures of theſe aſſeſſments, we are to impute the origin of the commotions. The able ſeamen who had ſerved through the whole war, and who had originally received 5l. of bounty, ſaw a ſet of men, raw, ignorant, in ſome inſtances old, in others mere boys, many of them in ill health, come on board with 30, 40, or even 50l. bounty money in their pockets, and theſe men could neither take their ſhare of duty in the tops, nor eaſe the toil of the veteran. In ſeveral inſtances they ſaw them deſert to return again with a ſecond bounty. Nay, they have ſeen them return with a ſecond 40 or 50l. after being diſcharged as unfit for ſervice. This galled the genuine ſeamen, and to this more than to any other cauſe, may be aſcribed the confederacy for the riſe of wages."

Intelligence has been received at Copenhagen from Malta, that the Daniſh frigate Thetis had arrived there from Tripoli, not being able to conclude a peace with the bey. Before the frigate left that port, a corſair came in which had made two Daniſh prizes. The Thetis immediately gave chaſe to the corſair, and drove her upon a rock where ſhe went to pieces: the Daniſh prizes however weee carried into port.

The ſtatement which got abroad on Wedneſday of the French Fleet being at ſea again, ſubſided the next day. Its being in readineſs to ſail is however ſtill believed.

The Dutch Convention have iſſued a general pardon for all deſerters, not exeepting the Orange party that aſſembled at Oſnaburg.

Lord Mazzareen was on Sunday laſt releaſed from his impriſonment in the Fleet.

HULL, May 15.

Of the important public events of laſt week our readers will find ample details in this paper. The moſt prominent article is the preſent unhappy diſpute in the grand fleet—of this we have ſelected a faithful account, both with reſpect to the tranſactions at Portſmouth, and the conſequent proceedings in parliament.

Some of the daily journals have intimated the improbability of the French nation now entering into a pacification with England. In oppoſition to this opinion, we ſincerely hope that it is the wiſh of all parties to cloſe the ſcene of blood which has lately deluged the plains of Europe.—Should the French however, reject all reaſonable overtures that may be made by us, with view to attempt the invaſion of this country, the cauſe will wear a different complexion; and if they effect a landing, the conſequences muſt be beyond all conjecture or calculation. At all events let us be prepared for the worſt. The preſent is not the time for diſcuſſing the excellencies of Pitt or the merits of Fox; the imperfections of the empire, or the propriety of our interfering in the war—theſe are conſiderations of a ſecondary order; the queſtion is, ſhall we retain the character of independence, or baſely ſubmit our necks to the yoke, our property to the plunder, and our wives, our families & friends to the mercy of—we know not who? Forbid it heaven! If we regard ourſelves, if we love our families or eſteem our country, we ſhall unite as one man to "defend the land we live in!"

A meeting of the inhabitants of York was held at the Guildhall on Tueſday, convened by the Lord Mayor, "to take into conſideration the propriety of preſenting an humble addreſs and petition to his majeſty upon the alarming ſtate of public affairs, and the neceſſity of diſmiſſing his preſent miniſtry, as the firſt and moſt neceſſary ſtep towards the reſtoration of trade and public credit, and obtaining a ſpeedy, honorable and permanent peace. An addreſs was moved by Mr. Alderman Carr, ſeconded by Mr. Hull, and adopted by the meeting. Sir William Milner and Mr. Fox are to preſent it to the king.

CONGRESS.

HOUSE OF REPRESENTATIVES,

Saturday, June 24.

Mrs OTIS preſented a petition from Samuel Moore, deputy collector of revenue at Boſton, praying to be excuſed from the payment of upwards of 2,000 dollars, the property of the United States, of which he had been robbed upon the highway. Ordered to lie on the table.

Mr. GALLATIN preſented two petitions, one from perſons in the vicinity of the Ohio, complaining of the deficiency in the quantity of land purchaſed from the United States; the other from upwards of 100 perſons in the ſame quarter, complaining that the ywere not able to become purchaſers at the Uniteſt States ſale, from the conſpiracy of ſpeculators. Referred to the Secretary of the Mreaſury.

Mr. J. SMITH from the committee of reviſal and unfiniſhed buſineſs, made a report of expiring laws; the committee alſo expreſſed a doubt whether the act paſſed laſt ſeſſion for fixing the next meeting of Congreſs on the firſt of November, was not ſuperceded by the preſent extraordinary meeting.

A committee was appointed to report a bill on the ſubject of expiring laws, but

Mr. SITGREAVES thought it unneceſſary to appoint a committee on the ſubject of the law for fixing the next meeting of Congreſs, as he did not think the preſent extra meeting could affect that law, ſince it was the province of the Preſident to call extra ſeſſions of Congreſs; but it was the buſineſs of Congreſs to fix the annual meetings, and that therefore the two powers could not be allowed to infringe upon each other.

Mr. W. SMITH differed in opinion, and wiſhed the report to lie upon the table, or a committee to be appointed to concur with the Senate.

A committee of conference was appointed.

Mr. BLOUNT, from the committee appointed to report on the reſolution propoſing to purchaſe arms, reported it as their opinion, that the ſubject ſhould lie over till the next ſeſſion.

Mr. W. SMITH thought the ſubject important, and wiſhed the report to lie on the table. It lay of courſe.

The bill for providing for the protection of the Commerce of the United States was read the third time, and the blank for filling up the number of men to be employed in the cutters, was filled up with thirty; on the queſtion being about to be put on the paſſing of the bill,

Mr. NICHOLAS, ſaid ſome ſtatements had been received from the War Department and ordered to be printed. He had not ſeen a copy of them, but was informed there was yet wanting 197,000 dollars to complete the frigates. He wiſhed information on the ſubject.

Mr. PARKER read an extract from the account which had been printed.

Mr. NICHOLAS wiſhed to know how it happened that in four months ſo great a miſtake could have happened as to the expence of finiſhing theſe veſſels. When the laſt appropriation of 170,000 dollars was made, they were told that ſum would be ſufficient to make them fit to receive the men on board, but now they were called upon for 197,000 dollars more. He thought this matter ought not to paſs over without enquiry, as he did not like to be drawn from ſtep to ſtep to do what, if the whole matter had been ſeen at firſt, they might not have conſented to. He truſted this was not intentionally done; but he owned it looked very ſuſpicious.

Mr. PARKER believed the eſtimate of laſt ſeſſion was only to make the veſſels ready to receive the guns on board, and did not include the guns.

Mr. GALLATIN said, as he meant to vote against the passing of the bill, he would briefly state his reasons for doing so. He knew only of two arguments in favour of the bill; the first, that it was necessary during a time of peace, to lay the foundation of a navy; the other was, that the frigates being built, it would be proper to man them. As to the propriety of having a navy, he did not mean to go generally into the subject, but he would make a few observations as to our situation for engaging in an establishment of this kind. Suppose that navies were necessary in European nations to increase their power or to protect their commerce, these considerations did not apply to our present circumstances. In order to prove this, it was only necessary to take a view of our revenue, and the expences of a fleet.

The amount of revenue, from the first of April, 1796, to the first of April, 1797, received into the Treasury, was 7,400,000 dollars—a sum which by far exceeded that of any former year, and he did not think that the permanent revenue of the United States could be well extended beyond that sum.—For instance he did not think that nine millions could be raised from the people without oppression. Indeed, by the best calculations on the quantity of circulating medium in the country, it was not allowed to exceed eight millions, and he did not believe that any nation could raise a larger sum in taxes than was equal to the amount of their circulating specie.

He should therefore vote against this bill, because he did not believe we could raise revenue equal to the expense of supporting a fleet; for, although we had a large capital in land, we had but a small quantity of circulating medium, and from our scattered situation, that medium circulated much slower than in smaller compact countries; and it must be allowed that the quantity of revenue which could be raised depended on the amount of circulating medium.

In order to shew what the expense of a navy might be expected to be, Mr. G. made the following statement of the cost of our three frigates:

	Dolls.	*Cts.*
Amount appropriated in 1794, for the six frigates, grounded on a calculation then made by the committee of 2588 dollars per gun, including six months provisions and three months pay	688,888	82
The above sum was, in 1796, appropriated to finish the three frigates, together with a sum before appropriated for gallies of	80,000	
Amount altogether	768,888	82
In 1797 an additional sum was voted of	172,000	
To which, adding the sum voted for captains	10,000	
Makes an aggregate of	950,888	82
The sum now requisite to finish the frigates, is stated as follows:		
Guns and military stores	94,809	
Hemp to replace a quantity burnt	16,250	
*Labour and tradesmens' bills	126,645	
	237,704	
Deduct the balance of unexpended appropriation	40,068	
	197,636	
Making together	1,148,524	82
Deduct materials on hand, valued at	135,074	48
Total cost of three frigates as per present estimates and appropriations	1,013,450	30
Pay and subsistence for one year is stated by estimate at	220,000	
Which calculation is made on a supposition that the pay of warrant officers shall be 14 dollars per month, and that the whole amount of pay of petty officers and crews, shall be 10,156 dollars a month, but by the bill, the pay of warrant officers is 20 dollars a month, and the whole amount of pay of petty officers and crew is 15,000 dollars per month, which makes a yearly increase of	60,000	
Yearly pay and subsistence for three frigates	280,000	
Extraordinaries, including repairs, ammunition, &c.	70,000	
Total yearly expenditure	350,000	

* In March 1797, 172,000 dollars were said to be sufficient to complete the three frigates. In June 1797, it is officially stated that exclusively of money requisite for guns and military stores, 126,645 dollars are wanted for the same purpose, viz. that of completing the three frigates; therefore, no security that the sum now asked will be found sufficient.

This statement shewed, Mr. Gallatin said, that these frigates had cost about 2,000l. sterling a gun, though the common calculation, in Great Britain, was only half that sum. If from building the frigates, they turned to the expence of manning them, the same conclusion would be drawn. They found that the pay of an able bodied seaman in the British navy, had lately been raised from 26/6 to 30/0 sterling a month, which was 6 2-2ds dollars; but by the present law, 15,000 dollars a month were allowed for the pay of the petty officers, midshipmen, seamen, ordinary seamen and marines, which averaged from 16 to 17 dollars a man.

When he heard gentlemen stating the advantages of the naval strength of Denmark and Sweden to those countries, he could not agree with them altogether, tho' he agreed they had some weight; but it was well known, that the grand navy of Portugal had no weight whatever in the scale of the large navies of Europe; it did not even enable her to protect her trade: for if either France or Great Britain had the superiority in the Mediterranean, she was under their controul. He believed Denmark and Sweden had 30 sail of the line each, and he wished gentlemen to calculate how much it would cost us to have such a navy. A fleet of a few vessels would not then be able to afford protection to our trade; and it was wholly out of our power to have a fleet equal to that of Denmark or Sweden.

Mr. G. went to the second argument used for passing this bill, viz. that the frigates being now built, it would be proper to arm them. He believed the bill to be as unexceptionable and harmless as they could make it, and the only objection he had to it was the expence. If we were to have war, the frigates being built, he should certainly think it necessary to man them; and if the bill went no farther than to enable the President to man them, in case of a war, he would vote for it; but it authorised the President to man them, when he should think it expedient, and as he had told them that they and other vessels were now necessaty, he doubted not he would proceed to man them immediately, which he thought would be incurring an unnecessary expence. For, if there were a declaration of war to-morrow, more men would be obtained in three weeks, than there would be in a state of peace in three months; he therefore thought it would be proper to reject the bill, though he had no hopes it would be rejected. During the present session, he said, he had voted for a number of things which he did not think necessary, but which were not calculated to do any harm. He would gladly have done the same with respect to this; but he could not reconcile himself to the additional expence of half a million of dollars, for a purpose which could be of no use except in case of war.

M. Swanwick believed the expence of these frigates had been much greater than any future ones would be. When they were told they had cost 2000l. sterling a gun, it was evident there must have been great extravagance in the expence, as merchants vessels might be built as cheaply in this country as in any other. He supposed the extra expence had been owing to the want of some regular establishment to overlook the business, and because it had been undertaken at a time when other nations were at war, and of course when materials were very high. Sixteen thousand dollars worth of hemp had indeed been burnt by accident at Boston. As to the terms of seamen,—tho' they might at first be high, when the service was known, he doubted not they would fall.

But it was said a small naval force would be of no use to us. He thought it would be of great use, from our contiguity to the West Indies; as, in case of hostilities committed upon us by any European power, we might at once fall upon their rich possessions in that quarter. Our experience in this war, he said, had proved the use that such a fleet would be of to us. Indeed, the French had frequently charged us with not protecting our trade, and seemed to reprimand us for our weakness. And, when they heard of small row-boats taking our merchant vessels, did not every man wish for a small naval force to protect our trade?—He trusted they did; and these vessels would be of great use in this way. Besides, Mr. S. said, can any gentleman believe that the European powers will be able to keep up their present enormous naval establishments for any lengh of time? He did not believe they could. Mr. S. did not think because our circulating specie was not more than eight millions, that our taxes could not exceed that sum; as, besides specie, there was a large quantity of bank paper. Nobody would believe that the circulating specie of Great Britain amounted to twenty-five millions; yet their annual taxes were to that amount. In England he knew the use of a paper medium had been greatly abused;—but the abuse of a thing could not argue against the use of it.

Mr. S. was firmly of opinion that, in the course of time, this country must become a great maritime power; and he doubtod not that in time of general peace, armed ships would be built for half the price which they had cost.

He hoped, therefore, when his colleague had obtained his wish (in which he had willingly concurred with him) in restricting the use of the vessels, he would not now vote against the passing of the bill.

Mr. J. Williams said, he had always opposed the establishment of a navy; and was the question now, whether or not we should commence a navy, he should certainly be against it; but, as the frigates were so far advanced, he thought they ought to finish them, especially when they considered the present critical situation of our affairs; for, if a general peace did not take place in Europe, the war would probably become a maritime war, and we might be involved in it. But, he was still of opinion, that if we must go into an expensive naval establishment for the protection of our commerce, we had better have none. But, say gentlemen,—where will you find revenue? He believed, though we had no armed force, a considerable commerce would still be carried on, and those who decline it, would turn their attention to agriculture and manufacteres, from which any deficiency of revenue would readily be supplied.

It was true, as had been stated, that they had been called upon from time to time for additional sums to complete those frigates, and he knew not when these calls would end.

Mr. Williams went into a calculation of the expence of these vessels, and compared the situation of this country with Europe, and concluded that it would be our best policy to stand aloof from all foreign powers. He would however, go so far for the protection of our commere as the building of six frigates: Further he should not chuse to go.

Mr. Giles was obliged to the gentleman last up for his speech against the present bill, tho' he meant to vote for it; he would rather, however, that he had *spoken* in favour, and *voted* against the bill. Mr. G. said he should vote against the passing of the bill, and for the reasons assigned by that gentleman. He thought a navy would be a great evil for this country. Our great interests lay in the soil; and if ever the vitals of the country were to be drawn together for the purpose of protecting our commerce on the sea, he should greatly lament it. He believed the despotism of nations kept pace according to the ratio of expence of their governments. He was sorry to say that he was more and more convinced that it was the constant aim of some gentlemen in that House to increase the expences of our government. The propriety of establishing a navy had scarcely ever been seriously considered; it was first begun under an alarm, and it had been continually carried on by the same means. Mr. G. adverted to the methods employed to raise men by *pressing* in all countries where navies were established, and insisted that *navies* and *press-gangs* were inseparable; for, said he, the wages of seamen are now 30 dollars a month, and when men are wanted for the frigates, the price will doubtless be increased, and the *press-gang* must be resorted to, or the navy must be *abandoned*.

Mr. Harper said, gentleman seem to abandon their objections to this bill, by admitting that there was no probability it would not pass. But why? Because either a majority of the house think the measure is proper in itself, or from the particular circumstances of this country. It was surely a singular instance of modesty, in gentlemen, after this confession, to argue against the passing of the bill.

Mr. H. did not admit that these frigates were commenced from an idea of laying the foundation of a large naval establishment; but from particular circumstances; and, said he shall we, at a time when we are threatened with danger, abandon them? He trusted not; such a conduct would be absurd in the extreme and imply a character of imbecility, which he hoped their councils would never deserve.

Mr. H. agreed that our government depended upon the affections of the people for its support, but how were these affections to be gained? It was by protecting them with a dignified, enlarged, and confirmed policy. By these means the country would become strong: and if the people saw their government, from the paltry idea of expence, abandon its rights, they would not care what became of it.

The principles of the gentleman from Pennsylvania would be correct if national rights, dignity and honour, could be settled by counting house calculations. If so all governments might be abandoned; no public measure could be carried into effect; since it could not be said of any that it produced as much money as it cost; but if they were useful in protecting the rights and liberties of the country, they were certainly more to be prized than money.

Mr. H. denied that navels in every country were supported by press gangs: those of Holland, Swedon Denmark, France, and Portugal were supported without impressment: and in England a very small proportion of the men employed on board their fleet were impressed. It was only on sudden emergencies that this practice was resorted to.

All that would be necessary in this country would be to give somewhat higher wages than the British. He. hoped therefore the bill would pass.

Mr. Allen said, he had some objections to the passing of the bill, but his objections were to the amendments which had been introduced into it, yet he did not know but he should vote for it.

He thought there was a provision in the bill which went to prostrate this government. He alluded to that part of it which directed the manner in which the force should be used. He considered this as a violation of the constitution; besides carrying upon the face of it an idea that one of the branches of this government could not be trusted with the exercise of his power. Was it possible, he asked, for a government to exist, when this confidence was refused to one of its branches? What were the people of the United States and abroad, to think of this? Would not the people of this country think it their duty to destroy a power which could not be trusted, and would not foreigners despise it? It seemed as if this were the intention of gentlemen.

Mr. A. also objected to the clause limitting the duration of this bill; since this went to say that they not only distrusted the other branches of the government, but themselves. A thing which must in its nature be perpetual, was there limited.

He deprecated the idea of expence being an objection to this measure. Our emancipation from the chains of Great Britain, he said, was attended with a great expence; but was it not believed, that the liberty and independence of this country were of superior value to money? He trusted they were. He could only suppose, therefore, that men who objected against the expense, must themselves be sordid and avaricious. If these frigates had been provided four years ago, he believed all our present difficulties would have been prevented, and a sum vastly less than that of which we had been robbed would have done the business. Mr. A. denied that ships of war could now be built in England for 1000l. sterling a gun; that was formerly the price; but they now cost 1500l. per gun.

Mr. A. concluded that it was not wonderful, that men who have been opposed to every valuable measure which had been brought forward since the existence of the government, should also be opposed to this.

Mr. Brookes said he should vote for this bill because he believed a naval force must sooner or later be the real defence of this country; because, if he were not in favour of a naval establishment, the frigates being so nearly completed, he should wish to complete them; and because, upon a review of our situation, he could not think we were free from danger in respect to our foreign relations, and that though three frigates would not be an ample defence, they world be better than none.

Mr. Giles wished to make a remark, or two upon what had fallen from the gentleman from Connecticut, though he by no means intended to follow him through all his *ravings*. He charged the bill with being a *violation of the constitution*, yet, in the next breath, said he should *vote for it*. He would remind that gentleman of his qualification oath, wherein he had sworn to support the constitution. And were that man to be proclaimed a protector of the liberties of his country, exclaimed Mr. G. who shall first declare a measure to be unconstitutional, and still vote for it? The idea seemed absurd. Mr. G. defended what he had before said about all navies being supported, more or less, by means of impressment.

Mr Nicholas had always been of opinion, that the expense of these frigates was a useless expense; he did not believe a case could happen, except within our own jurisdiction, where these vessels could be of advantage to us: but notwithstanding this was his opinion, he should vote for the passing of this bill, because he saw the sentiment of that house and of the public was strongly in its favor, from a persuasion that the measure was necessary, and that the thing would be a continual topic of dispute until it was carried into effect.

He was willing, therefore, that the vessels should go to sea, believing that nothing short of actual experience would convince the supporters of this measure that it was useless, expensive and injurious; and hoping that one year's experience of the *plaything*, finding money was of greater value than the frigates, all parties would concur in the relinquishing it.

Mr. Sewall said, that the arguments which had been used against this bill for the protection of the trade of the United States, went to shew that commerce was useless and that the protection of it would be expensive beyond any profit which could be derived from it; and some who voted for the passing of the bill, did it from the professed motive of giving the thing a trial, that it might afterwards be abondoned. Gentlemen who depended upon agriculture for every thing, he said, need not put themselves to the expense of protecting the commerce of the country; commerce was able to protect itself, if they would only suffer it to do so. *Let those states which live by commerce be separated by the confederacy.* (Mr. Varnum wished to know whether this was in order.) Mr. S. went on. He had in his eye people who lived by commerce, and he could not understand *that they lived by the mere good will of the union.* Let them, said he, be *abandoned*, but let it be done before they are reduced to poverty and wretchedness. *Their collected industry and property was equal to their own protection, and let other parts of the confederacy take care of themselves.*

Mr. Macon thought the gentleman had better lay a resolution on the table to produce the effect he wished. This was such language as he had never before heard in that house.

The Speaker declared the gentleman had been wholly out of order.

Mr. Gallatin rose to observe upon what had fallen from the gentleman from Massachusetts, when the speaker interrupted him, saying, that all remarks upon what had fallen from that gentleman would be equally out of order. Upon Mr. G's. observing, he did not mean to say any thing upon the subject of a *separation*, he was suffered to proceed.

He said his opposition to this bill did not arise from a disinclination to protect commerce; he looked upon the interests of agriculture and commerce as intimately connected; it was because he believed these frigates would not afford that protection which was expected from them.

The question was then taken on the passing of the bill, as follow:

YEAS.

Messrs. Allen, Baer, Bradbury, Brookes, Bryan, Burgess, Champlin, Cochran, Craik, Dana, Davenport, Davis, Dennis, Dent, Ege, Elmendorff, Evans, A. Foster, D. Foster, Fowler, J. Freeman, N. Freeman, Gillispie, Glenn, Goodrich, Gordon, Griswold, Grove, Hanna, Harper, Harrison, Hartley, Hindman, Holmes, Hosmer, Imlay, Kittera, Livingston, Lyman, Lyon, Machir, Matthews, Milledge, Morgan, Nicholas, Otis, Parker, Potter, Reed, Rutledge, Schureman, Sewall, Shepard, Sinnickson, Sitgreaves, J. Smith, N. Smith, W. Smith, (C.) Sprigg, Swanwick, Thatcher, Thomas, Thompson, A. Trigg, J. Trigg, Van Alen, Van Cortlandt, Wadsworth, J. Williams, R. Williams—70.

NAYS.

Messrs. Baldwin, Baird, Blount, Brent, Cabarrus, Clay, Clopton, Coit, Dawson, Gallatin, Giles, Gregg, Havens, Jones, Locke, Macon, M'Clenachan, M'Dowell, New, Skinner, W. Smith, (R.) Standford, Sumpter, Varnum, Venable—25.

The title was altered from "an act to protect the commerce of the United States," to "an act providing a naval armament."

A communication from the Secretary of the Treasury was read. It calls for sundry additional appropriations to the amount of 559,572 dollars. It was referred to the committee of ways and means, and ordered to be printed.

Mr. W. Smith said, in the year 1794, when this country had a misunderstanding with Great Britain, it was thought proper to invest the President with power to lay an embargo, if necessary, during the recess of congress. He proposed to trust him with a similar powers at present, and for that purpose proposed the following resolution:

"Resolved, that a committee be appointed to prepare and report a bill empowering the President of the United States to lay and revoke embargoes, during the recess of congress." Ordered to lie upon the table.

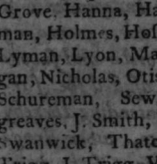
On motion of Mr. Coit, the house went into a committee of the whole on the bill for laying licences upon the retailers of foreign wines and spirits. The bill underwent some discussion, as to the propriety of making the price of licences the same to large and small venders, and as to the amount to be charged upon the licences for retailing the different descriptions of wine.

The difference betwixt the present bill, and that now proposed, we understand to be, that by that now in force, one licence is only taken for selling all sorts of wines and spirits, whereas by the new bill a separate licence is to be taken out for every kind of foreign wine and spirits sold.

The committee rose and had leave to sit again.

Adjourned.

For Hamburgh,



THE SHIP

PENNSYLVANIA,

DAVID WILLIAMSON, Master,

LYING at Willing's wharf—she is now ready to take in, and will sail in 10 days. For terms of freight or passage, apply to

Gurney & Smith.

June 28. §10t

Health-Office, Philadelphia, 7th June, 1797.

THE *Board of Health* offer to rent out the NEW CITY HOSPITAL, usually called The *Wigwam*.

It may be occupied as a Tavern, for which there are excellent accommodations. The person taking it must be capable and willing to act in the capacity of a Steward; in case a contageous disease in the city, should at any time render it necessary to make use of the premises as a Hospital. It cannot therefore be let for any limited time—and the red painted frame building is to be reserved. *Proposals* in writing will be received at this office until the 4th of July, stating what rent will be allowed under the foregoing circumstances. None need apply without being able to produce the best recommendations.

JOHN MILLER, Jun.

June 27 §7t Chairman of the Board of Health.

The Gazette. 517

PHILADELPHIA,

WEDNESDAY EVENING, *June 28.*

Yesterday afternoon arrived in town JAMES MONROE, Esq. and FAMILY, from Bourdeaux.—The ship Amity in which they came passengers is arrived in the river below, in fifty days.

Mr. DE LA FOREST, formerly Consul General of France, came passenger in the above ship.

The anti constitutional faction are urging measures which are contrary to the feelings, views and high expectations of the people in the eastern and northern States, and directly calculated in their consequences to produce a schism in the United States, and yet, the impudent organs of this faction, when the solemn warning of the fatal tendency of these measures is given, have the effrontery to charge the friends of the constitution with a design to subvert the Union.

A Correspondent says, that many persons have been puzzled to account for the indifference manifested by the House of Representatives at the late attack on the freedom of debate, when the feelings of a former House were tremblingly alive on a similar occasion. He supposes, however, that it is considered as a very different thing for a Senator to challenge a Representative, from that of one Representative challenging another.

By this day's Mail.

NEW-YORK, June 27.

EXTRAORDINARY DUEL.—An affair of honour of a very extraordinary nature took place a short time since in the neighborhood of Waterford, in Ireland;—a young physician of that place having been grossly insulted, as he conceived, by two officers, demanded satisfaction, and, in order to make short work of it, determined to fight them both at once; this challenge was accepted, and all three of them met the next morning, the physician standing in a line between his adversaries. with a pistol in each hand, pointed to both of them: all the combatants fell on the first fire, the physician was wounded in the breast, one of his opponents was shot through the knee, and the other in his right side; but they are all recovered.

HARTFORD, June 26.

The public have been much pleased lately to find by the newspapers, that the rational and pious practice of duelling has at length obtained a footing in Congress, and that it meets with such countenance from the members. A year or two ago, Mr. Gunn, of the Senate, challenged Mr. Baldwin, of the House of Representatives. Mr. Baldwin declined, undoubtedly in compliance with the stern dictates of the old religious notions which he imbibed during the time of his preaching. The house made a great uproar at that time, on account of their privileges, dignity, &c. and, probably, as Mr. Baldwin was a very superstitiously pious man, his conscience forbade him to fight, however much his flesh might have desired it. In the late instance, Mr. Blount has acted more wisely, by challenging a layman, and congress seem to applaud his conduct by silent testimony at least. And as it may now be considered as compatible with the duty of the members of the highest legislative body in the United States, to fight duels, or at least to challenge each other; it is devoutly expected by the people at large, especially in the eastern states, that for the future, all questions may be settled in this amicable way. This plan will give our southern brethren an advantage, which they are entitled to from their superior patriotism—As they are the best marksmen, *they probably will thin off the northern members, so as to secure to themselves shortly a decided majority—and then, huzza for* FRANCE *and* DEMOCRACY.

EXAMPLE IS CONTAGIOUS.

Two negroes lately in this part of the country fell into a dispute about a wench. One of them in virtue of a marriage coveneni had the effrontery to monopolize her to himself. The other, who is a disciple of Godwin, declared that all monopolies were contrary to the spirit of free government and stumbling blocks in the road of human perfectibility; he therefore ordered the Venus to hold herself in a state of "requisition". *"Gorra dam my black crop, Massa Cuffee," says the husband, "you better lettee he be." They soon began to dispute, and the result was a challenge. The affair has made a great deal of noise, and the magistrates have been anxiously waiting to know what Congress would do with Mr. Blount in order that they might adopt the same mode of punishment for the negro who gave the challenge. We hope therefore for the sake of the negro, that Mr. Blount will escape.*

MONTREAL, June 5.

On Friday last, between the hours of twelve and one in the afternoon, a fire broke out in a wooden house in the Quebec Suburls of this city, which entirely consumed the same with another adjoining, and seemed for a time to threaten a destruction to the greater part of the Snburbs; there being no wind, it was fortunately extinguished by the vigilance, activity, and timely exertions of the citizens.

GAZETTE MARINE LIST.

PORT of PHILADELPHIA.

ARRIVED.	DAYS.
Snow Pearle, Ruyter,	Bremen
Brig Currier, Burr,	Gonaives
Schr. Isabella- Mercer,	Surinam
Sloop Sally, Potter,	Richmond
Hannah, Denyke,	New-York

The ship Fabius, Corran, from Cadiz; the ship Amity, from Bourdeaux, and a brig, name unknown are below.

The ship Aerial, brig Eliza, and snow Boston, with several others, went to sea on Saturday last.

Boston, June 21.

Arrived, ship Commerce, Curtis, 45 days from Liverpool. Spoke nothing; sailed in company with the late arrivals from that port.

Same day ship Lydia, Sprague, 50 days from Dublin. Left there ship Charleston, Oakes, bound for Lisbon: capt. Leighton, of Rhode Island, bound to Russia. Spoke nothing but what is arrived.

Proposals

For carrying MAILS of the United States on the following Post Roads, will be received at the General Post-Office, in Philadelphia, until the 31st day of July next, inclusive.

MAINE.

1. From Brewer's or Scoodie by Machias, Chandler's river and Columbia, to Narraguagus once a week.

Leave Brewer's every Saturday at 2 P M, and arrive at Narraguagus the next Tuesday by 6 P M—*Returning*, leave Narraguagus every Wednesday at 6 A M, and arrive at Brewer's the next Saturday by 10 A M.

2. From Narraguagus by Gouldsborough, Sullivan, Trenton, Bluehill, Custine, Penobscot, Buckston, Frankfort, Prospect and Belfast to Duck-Trap once a week.

Leave Narraguagus every Wednesday by 6 A M. and arrive at Duck Trap the next Saturday by 10 A M. *Returning*. Leave Duck Trap every Saturday by 2 P M and arrive at Narraguagus the next Tuesday by 6 P M.

3. From Duck Trap by Camden, Thomaston, Warren, Waldoborough, Newcastle, Wiscasset, Bath, Brunswick, Freeport and North Yarmouth to Portland once a week.

Leave Duck Trap every Saturday by 2 P M, and arrive at Portland the next Tuesday by 6 P M. *Returning*. Leave Portland every Wednesday by 6 A M, and arrive at Duck Trap the next Saturday by 10 A M.

4. From Portland by Biddeford, Welles and York, to Portsmouth.

April 15 to October 15. Leave Portland every Monday, Wednesday and Friday by 6 A M, and arrive at Portsmouth the same days by 6 P M. *Returning*. Leave Portsmouth every Monday, Wednesday and Friday at 9 P M, and arrive at Portland on the next day by 6. P M.

October 15 to April 15. Leave Portland every Monday and Thursday at 6 A M, and arrive at Portsmouth on Tuesday and Friday by 10 A M. *Returning*. Leave Portsmouth every Tuesday and Friday at 1 P M, and arrive at Portland every Wednesday and Saturday at 5 P M.

5. From Portland by North-Yarmouth, Freeport, Brunswick, Bath, Wiscasset, Dresden, Pittston and Hallowell Hook to Hallowell court house, once a week.

Leave Portland every Friday at 8 A. M, and arrive at Hallowell court-house the next Saturday by 7 P M. *Returning*. Leave Hallowell court-house every Wednesday by 5 A M, and arrive at Portland on Thursday by 6 P M.

6. From Wiscasset by Dresden, Pittston, Hallowell Hook, Hallowell court-house, Winthrop, Monmouth, Green, New-Gloucester and Gray to Portland once a week.

Leave Portland every Monday by 6 A M, and arrive at Wiscasset on Wednesday noon. *Returning*. Leave Wiscasset on Wednesday at 3 P M, and arrive at Portland on Friday by 6 P M.

7. From Hallowell Hook by Vassalborough, Fort Halifax, Winslow, Fairfield and Canaan to Norridgewok once a week.

Leave Hallowell Hook every Wednesday at 11 A M, and arrive at Norridgewock on Thursday by 6 P M. *Returning*. Leave Norridgewock on Monday at 2 P M, and arrive at Hallowell Hook on Tuesday by 6 P M.

8. From Hallowell Hook to Farmington on Sandy river once in two weeks.

Leave Hallowell Hook every other Wednesday by 8 A M, and arrive at Farmington by 6 P M. *Returning*. Leave Farmington every other Thursday at 8 A M, and arrive at Hallowell Hook by 6 P M.

9. From Portland by Falmouth, Gorham, Buxton, Standish, Limerick, Parsonfield, Shapleigh and Lebanon to Berwick, once in two weeks.

Leave Portland every other Monday at 8 A M, and arrive at Berwick on Wednesday by noon.

Leave Berwick every other Wednesday at 2 P M, and arrive at Portland on Friday by 6 P M.

10. From Standish by Flinstown, Fryburg academy, Conway and Tamworth to Sandwich in New Hampshire once in two weeks.

Leave Standish every other Tuesday by 8 A M, and arrive at Sandwich on Wednesday by 6 PM. *Returning*. Leave Sandwich every other Thursday at 8 A M, and arrive at Standish on Friday by 6 P M.

11. From Wells by Waterboro', Sanford, Doughty's Falls, Berwick and Dover, to Portsmouth once a week.

Leave Wells every Tuesday by 6 A M, and arrive at Portsmouth on Wednesday by 10 A M. *Returning*. Leave Portsmouth every Wednesday by 2 P M, and arrive at Wells next Thursday by 6 P M.

NEW-HAMPSHIRE.

12. From Portsmouth by Dover, Rochester and Moultonborough to Plymouth, returning by New-Hampton, Meredith, Gilmantown, Nottingham and Durham to Portsmouth once in two weeks.

Leave Portsmouth every other Wednesday by 8 A M, and arrive at Plymouth the next Friday by 6 P M. *Returning*. Receive the mail at Plymouth every other Saturday by 8 A M, and return to Portsmouth the next Tuesday by 4 P M.

Note. "The post is to go and return on this route alternately."

13. From Portsmouth by Exeter, Chester, Londonderry, Amherst, Peterborough and Marlborough to Keene, once a week.

Leave Portsmouth every Thursday by 8 A M, arrive at Exeter by one P M, at Chester by 6 P M, and at Keene on Saturday by 4 P M *Returning*. Leave Keene every Monday by 8 A M, arrive at Chester on Tuesday by 4 P M, at Exeter on Wednesday by 9 A M, and at Portsmouth by 4 P M.

14. From Concord by Plymouth to Haverhill, once a week.

Leave Concord every Monday by 6 A M, arrive at Plymouth on Tuesday by 3 P M, and at Haverhill on Wednesday by 4 P M. *Returning*. Leave Haverhill every Thursday by 8 A M, arrive at Plymouth on Friday by 9 A M, and at Concord on Saturday by 4 P M.

15. From Exeter to Hampton Falls, three times a week from April 15 to October 15, and twice a week from October 15 to April 15.

Leave Hampton falls in one hour after the arrival after the arrival of the mail from Boston, and deliver it at Exeter in two hours, remain at Exeter two hours and return to Hampton Falls in six hours from the time of leaving it.

MASSACHUSETTS.

16. From Newburyport, Haverhill, Kingston, Exeter, New Market and Durham to Dover once a week.

Leave Newburyport every Monday by 10 A M, arrive at Dover on Wednesday by noon. *Returning*. Leave Dover on Wednesday by 3 P M, and arrive at Newburyport on Friday by 3 P M.

17. From Salem to Gloucester once a week.

Leave Gloucester every Wednesday by 7 A M, and arrive at Salem by 11 A M. *Returning*. Leave Salem every Wednesday by 1 P M, and arrive at Gloucester by 6 P M.

Note. Should this mail be carried in a stage it is to be carried as often as the stage runs, the hours desired to be stated in the proposals.

18. From Salem to Marblehead three times a week. Leave Salem every Monday, Wednesday, and Friday immediately after the arrival of the mail from Boston, and deliver it at Marblehead in one hour and a half, leave Marblehead in one hour and a half and return to Salem in two hours.

19. From Boston by Andover, Haverhill and Chester to Concord in New Hampshire once a week.

Leave Concord every Monday by 6 A M, arrive at Chester by 2 P M, and arrive at Boston on Tuesday by 4 P M. *Returning*. Leave Boston every Friday by 9 A M, arrive at Chester on Saturday by 11 A M, and arrive at Concord on Saturday by 6 P M.

20. From Boston by Concord, Lancaster, Leominster and Ashburnham to Marlborough, Keene and Walpole in New Hampshire.

Leave Boston every Wednesday and Saturday by 6 A M, and arrive at Leominster by 7 P M.

Leave Leominster every Thursday by 6 A M, arrive at Keene by 9 PM, & at Walpole on Friday by 10 A M *Returning*. Leave Walpole every Saturday or Sunday by 5 A M, arrive at Keene by 9 A M, and at Leominster in the evening. Leave Leominster every Monday and Thursday by 6 A M and arrive at Boston by 6 P M.

21. From Boston by Quincey, Hingham, Hanover, Plymouth, Sandwich, Barnstable, Yarmouth, Dennis, Harwich and Chatham to Truro once a week.

Leave Boston every Thursday by 3 P M, arrive at Sandwich on Friday by 6 P M, and at Truro the next Sunday by 6 A M. *Returning*. Leave Truro every Monday by 8 A M, arrive at Sandwich on Tuesday by 7 P M, and at Boston on Thursday by 10 A M.

22. From Sandwich by Falmouth and Holmes Hole to Edgartown once a week.

Leave Sandwich every Saturday by 1 P M, and arrive at Edgarton on Monday by 11 A M. *Returning*. Leave Edgarton on Monday by 2 P M, and arrive at Sandwich on Tuesday by noon.

23. From Boston by Sharon, Mansfield, Norton and Taunton to Newport once a week.

Leave Boston every Monday by 6 A M, and arrive at Newport by 6 P M, on Tuesday. *Returning*. Leave Newport every Wednesday by 8 A M, and arrive at Boston on Thursday by 6 P M.

24. From Boston by Charleston, Medford, Woburn, Billerica, Chelmsford and Tyngboroegh to Amherst once a week.

Leave Boston every Thursday by 10 A M, and arrive at Amherst the next Saturday noon. *Returning*. Leave Amherst every Monday noon, and arrive at Boston on Wednesday by 3 P M.

25. From Boston by Randolph, Bridgewater, Raynham and Taunton to New Bedford.

From May 1 to November 1. Leave Boston every Monday, Wednesday and Friday at 10 P M, arrive at Taunton the next day by 11 A M, and at New Bedford by 8 P M. *Returning*. Leave New Bedford every Sunday, Tuesday and Thursday by 10 P M, arrive at Taunton the next day by 11 A M, and at Boston by 8 P M.

From November 1 to May 1. Leave Boston every wednesday and Friday at 9 A M, arrive at Taunton by 8 P M, and at New Bedford on Thursday & Saturday by 8 P M. Returning. Leave New Bedford every Monday and wednesday by 9 A M, arrive at Taunton by 8 P M, and at Boston on Tuesday and Thursday by 7 P M.

26. From New Bedford to Nantucket, twice a week from November 1 to May 1. Leave New Bedford every Friday and Monday by 6 A M, arrive at Nantucket in the evening. Leave Nantucket every Saturday and Tuesday by 10 A M, and arrive at New Bedford in the evening.

From May 1 to November 1. Leave New Bedford every Monday, wednesday and Friday by 10 A M, and arrive at Nantucket in the evening. Returning. Leave Nantucket every Tuesday, Thursday and Saturday at 8 A M, and arrive at New Bedford in the evening, winds and tide permitting.

27. From Taunton by Dighton and Somerset to warren once a week.

Leave Taunton every wednesday by 5 A M, and arrive at warren by 10 A M. Leave warren by 1 P M, and arrive at Taunton by 6 P M.

28. From Boston by Dedham, Providence, Plainfield, Norwich, New London, Saybrook, Killingworth, Guilford and New Haven to New York three times a week.

From May 1 to November 1. Leave Boston every Tuesday, Thursday and Saturday by 10 A M, arrive at Providence by 6 P M, arrive at Norwich on wednesday, Friday and monday by noon, at New London by 3 P M, arrive at New Haven on Thursday, Saturday and Tuesday by noon, at Stanford by 9 P M, and at New York on Friday, monday and wednesday by noon. Returning. Leave New York every Tuesday, Thursday and Saturday by 10 A M, arrive at New Haven on wednesday, Friday and monday by 2 P M, at Norwich on Thursday, Saturday and Tuesday by noon, at Providence by 8 P M, and at Boston on Friday, Monday and wednesday by 1 P M.

November 1 to may 1. Leave Boston every Tuesday, Thursday and Saturday by 9 A M, arrive at providence the next days by 9 A M, at New London every Thursday, Saturday and Tuesday by noon, at New Haven on Friday, Monday and wednesday by 3 P M, at Stratford by 8 P M, and arrive at New York on Monday, wednesday and Friday by 11 A M. Returning. Leave New York every Saturday, Tuesday and Thursday by 11 A M, arrive at Stratford the next days by 8 P M, at New Haven on Tuesday, Thursday and Saturday by 9 A M, at New London on wednesday, Friday and monday by 3 P M, at providence, Thursday, Saturday and Tuesday by 4 P M, at Boston on Friday, monday and wednesday by 3 P M.

29. From Boston by Dedham, mendon, pomfret and Tolland to Hartford once a week.

Leave Boston every Thursday by 7 A M, arrive at Hartford the next Saturday by 6 P M. Returning. Leave Hartford every monday by 8 A M, and arrive at Boston on wednesday by 5 P M.

30. From New Bedford to Newport once a week.

Leave New Bedford every Thursday by 6 A M, and arrive at Newport by 4 P M. Leave Newport every Friday by 8 A M, and arrive at New Bedford by 5 P M.

31. From Worcester by Rutland, Petersham and Northfield to Brattleborough once a week.

Leave worcester every Tuesday by 1 P M. and arrive at Brattleborough on wednesday by 6 P M. Returning. Leave Brattleborough every thursday by 6 A M, and arrive at worcester on Friday noon.

32. From Brookfield by Belchertown, Northampton, worthington, Pittsfield and New Lebanon to Albany

Leave Brookfield every Tuesday and Friday by 9 A M, arrive at Northampton by 6 P M. Leave Northampton every wednesday and Saturday at 5 A M, arrive at Pittsfield by 1 P M, and at Albany on Thursday and monday by 7 P M. Returning Leave Albany every wednesday and Saturday at 5 A M, arrive at Pittsfield by 5 P M, at Northampton on Thursday and Monday by 7 P M, and arrive at Brookfield on Friday and Tuesday by 4 P M.

33. From Springfield by Westfield and Stockbridge to Kinderhook once a week.

May 1 to November 1. Leave Springfield every Tuesday by 3 P M, arrive at Kinderhook on Thursday by 6 P M. Returning. Leave Kinderhook every Friday by 9 A M, arrive at Stockbridge by 3 P M. Leave Stockbridge on monday by 6 A M, and arrive at Springfield by 7 P M.

November 1 to may 1. Leave Springfield every wednesday at 6 A M, and arrive at Kinderhook on Thursday by 2 P M. Returning. Leave Kinderhook on Thursday by 4 P M, arrive at Stockbridge on Friday noon Leave Stockbridge every Tuesday at 6 A M, and arrive at Springfield by 7 P M.

34. From Suffield by West Springfield, Northampton, Greenfield, Brattleborough, Westminster, Walpole, Charlestown and Windsor to Hanover twice a week.

Leave Suffield every Tuesday and Friday at A M, arrive at Northampton by 1 P M, at Walpole on Wednesday and Saturday by 5 P M, at Windsor on Monday and Thursday by 2 P M, and at Hanover by 7 P M. Returning. Leave Hanover every Tuesday and Friday by 6 A M, arrive at Windsor by 1 P M, at Walpole on Wednesday and Saturday by 7 P M, and at Northampton on Thursday and Monday by noon, and at Suffield by 7 P M.

35. From Hanover by Orford and Haverhill, to Newbury once a week.

Leave Hanover every Wednesday by 6 A M, arrive at Haverhill by 4 P M, and at Newbury by 5 P M. Returning. Leave Newbury every Thursday by 6 A M, arrive at Haverhill by 8 A M, and at Hanover by 6 P M.

VERMONT.

36. From Windsor, by Royalston, Randolph, Williamston and Montpelier to Burlington once in two weeks.

Leave Windsor every other Thursday by 6 A M, and arrive at Burlington the next Saturday by 6 P M. Returning. Leave Burlington every other Monday by 6 A M, and arrive at Windsor on Wednesday by 6 P M

37. From Windsor to Rutland once a week.

Leave Rutland every Monday by 7 A M, and arrive at Windsor on Tuesday by 6 P M. Returning. Leave Windsor every Wednesday by 6 A M, and arrive at Rutland on Thursday by 6 P M.

38. From Burlington by Vergennes and Middlebury to Rutland once a week.

Leave Burlington every Thursday by 8 A M, and arrive at Rutland on Saturday by 6 P M. Returning. Leave Rutland every Monday by 8 A M. and arrive at Burlington on Wednesday noon.

39. From Rutland by Manchester, Bennington, Lansingburg and Troy to Albany.

Leave Rutland every Monday at 8 A M, and arrive at Albany the next Wednesday by 6 P M. Returning. Leave Albany every Thursday by 8 A M, and arrive at Bennington by 7 P M. Leave Bennington on Friday by 8 A M, and arrive at Rutland on Saturday by 7 P M.

RHODE-ISLAND.

40. From Providence by Bristol and Warren to Newport.

Leave Providence every Monday, Wednesday and Friday by 7 A M, and arrive at Newport the same days by 5 P M. Returning. Leave Newport every Tuesday, Thursday and Saturday by 8 A M, and arrive at Providence by 4 P M.

41. From Providence by East Greenwich, Newport, South Kingston, Westerly and Stonington Point to New London once a week.

Leave Providence every Tuesday by 8 A M, and arrive at Newport by 6 P M, and arrive at New London on Wednesday by 6 A M, and arrive at New London on Thursday by noon. Returning. Leave New London on Thursday by 3 P M, and arrive at Newport on Friday by 6 P M, leave Newport on Monday by 7 A M, and arrive at Providence by 5 P M.

CONNECTICUT.

42. From Hartford by Windham to Norwich once a week.

Leave Hartford every Tuesday by 6 A M, and arrive at Norwich by 7 P M Returning. Leave Norwich every Monday by 6 A M, and arrive at Hartford by 7 P M.

43 From Hartford by Middletown, Modus Landing and Colchester to New-London, once a week.

Leave Hartford every Tuesday at 1 P M, and arrive at New London on Wednesday by 7 P M. Returning. Leave New London every Thursday by 11 A M, and arrive at Hartford on Friday by 7 P M.

44. From Hartford by New Hartford, Canaan, Sheffield and Hillsdale to Hudson once a week

Leave Hartford every Monday at 2 P M, and arrive at Hudson on Wednesday by 11 A M. Returning. Leave Hudson every Wednesday at 2 P M, and arrive at Hartford on Friday by 11 A M.

45. From Hartford by Litchfield, New Milford, Newtown, Danbury and Ridgefield to New York once a week.

Leave Hartford every Monday by 10 A M, arrive at Litchfield by 7 P M, at New Milford on Tuesday by 11 A M, and at New York on Thursday by 8 A M. Returning. Leave New York every Thursday by 4 P M, arrive at New Milford on Saturday noon, at Litchfield by 7 P M, and at Hartford on Monday by 8 A M.

46. From New-Haven by Derby, Southbury, Woodbury, Bethlem, Litchfield and Goshen, to Canaan, once a week.

Leave Canaan every Monday noon, arrive at Litchfield by 7 P M, and at New Haven on Wednesday by 10 A M. Leave New Haven every Wednesday by 2 P M, arrive at Litchfield on Thursday noon, and at Canaan by 7 P M.

47. From New York by White Plains, Bedford, Fredericktown, Dover, Sharon, Sheffield, Great Barrington, Stockbridge, Pittsfield and Williamston to Bennington

Leave New York every Monday, Wednesday and Friday at 5 A M, the next Wednesday, Friday and Monday at 6 P M. Returning. Leave Bennington every Thursday, Saturday and Tuesday by 5 A M, and arrive at New York the next Saturday, Tuesday and Thursday by 6 P M.

If the stages run but once a week on this route the mail is to leave New York every Monday at 5 A M, arrive at Bennington on Wednesday by 6 P M. Leave Bennington on Thursday by 5 A M, and arrive at New York on Saturday by 6 P M.

48. From New York by Yonkers, Peekskill, Fishkill, Poughkeepsie, Rhinebeck, Redhook, Clermont, Hudson, Claverac and Kinderhook to Albany three times a week.

Leave New York every Monday Wednesday and Friday by 2 P M, arrive at Tarrytown by 8 P M. Leave Tarrytown every Tuesday, Thursday and Saturday at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Wednesday, Friday and Sunday by 5 A M, arrive at Kinderhook by 7 P M. Leave Kinderhook every Thursday, Saturday and Monday, at 5 A M, and arrive at Albany by 8 A M. Returning. Leave Albany Thursday, Saturday and Monday by 3 P M, arrive at Kinderhook by 7 P M. Leave Kinderhook Friday, Sunday and Tuesday, at 5 A M, arrive at Poughkeepsie by 7 P M. Leave Poughkeepsie Saturday, Monday and Wednesday, at 5 A M, arrive at Tarrytown by 7 P M. Leave Tarrytown every Sunday, Tuesday and Thursday, at 5 A M, arrive at New York at 11 A M.

49. From Albany by Troy and Lansingburgh, to Salem, once a week.

Leave Albany every Tuesday at 8 A M, arrive at Lansingburgh by 10 A M, and at Salem by 4 P M. Returning. Leave Salem every Monday, by 8 A M, and arrive at Albany by 5 P M.

50. From Salem by Granville, Fairhaven, Vergennes, Bason-Harbour, Willsboro', Peru and Plattsburgh, to Champlain-town, once in two weeks.

Leave Salem every other Wednesday by 5 A M, and arrive at Plattsburgh the next Sunday by 5 P M. Returning. Leave Plattsburgh every other Monday at 8 A M, and arrive at Salem the next Friday by 4 P M.

51. From Lansingburgh by Waterford, Stillwater, Fort Edward, Whitehall landing and Fairhaven, to Rutland, in Vermont.

Leave Lansingburgh every Thursday by noon, and arrive at Rutland the next Saturday by 6 P M. Returning. Leave Rutland every Monday by noon, and arrive at Lansingburgh on Thursday by 10 A M.

52. From Albany by Schenectady, Tripes Hill, Conajoharry, German Flatts, Old Fort Schuyler and Whitestown to Rome. *The times desired to be stated in the proposals.*

53. From Schenectady by Balltown Springs and Glensbridge to Sandy Hill once a week.

Leave Schenectady every Tuesday by 6 A M. and arrive at Sandy Hill by 4 P M. Leave Sandy Hill on Wednesday by 6 A M, and arrive at Schenectady by 4 P M.

54. From Tripeshill to Johnston once a week.

Leave Tripeshill in one hour after the mail arrives from Albany on Tuesday, arrive at Johnston in two hours, stay at Johnston two hours, and return to Tripeshill in two hours.

55. From Conajoharry by Cherry Valley to Cooperstown twice a week.

Leave Conajoharry every Wednesday and Saturday at 6 A M, and arrive at Cooperstown by 2 P M. Leave Cooperstown every Tuesday and Friday by 10 A M. and arrive at Conajoharry by 6 P M.

56 From Cooperstown by Butternuts and Oxford to Union once in two weeks.

Leave Union every other Monday by 10 A M, and arrive at Cooperstown on Wednesday by 5 P M. Returning. Leave Cooperstown every other Thursday by 6 A M, and arrive at Union on Saturday by 3 P M.

57. From Old Fort Schuyler by Cincinnatus to Oxford Academy once in two weeks.

Leave Old Fort Schuyler every other Thursday by 6 A M, and arrive at Oxford on Friday noon. Returning. Leave Oxford every other Friday by 2 P M, and arrive at Old Fort Schuyler on Saturday by 7 P M.

58 From Rome by to Rotterdam once in two weeks.

Leave Rome every other Thursdry by 10 A M, and arrive at Rotterdam by 6 P M. Returning. Leave Rotterdam every other Friday by 9 A M, and arrive at Rome by 6 P M.

59. From Rome by Oneida, Onondaigua, Scipio and Geneva to Kanandaigua once a week.

Leave Rome every Thursday by 10 A M, and arrive at Kanandaigua the next Monday by 6 A M Leave Kanandaigua every Monday by 10 A M, and arrive at Rome the next Thursday by 8 A M.

60. From Kanandaigua by Hartford to Niagara once in two weeks.

Leave Kanandaigua every other Monday by 10 A M, and arrive at Niagara the next Wednesday by 7 P M. Returning. Leave Niagara every other Friday by 6 A M, and arrive at Kanandaigua the next Monday by 6 A M.

61. From Rhinebeck by Kingston, Shawangunk, Wardsbridge, Goshen, Hamburg, Newtown, Johnsonsburg and Hope, to Easton, once a week.

Leave Easton every Thursday by 3 P M, and arrive at Rhinebeck the next Sunday by 5 P M. Returning. Leave Rhinebeck every Monday by 8 A M, and arrive at Easton on Thursday by 10 A M.

62. From New York by Hackensack, Paramus, New Antrim and Chester to Goshen once a week.

Leave New York every Friday at 7 A M, and arrive at Goshen on Saturday by 6 P M. Returning. Leave Goshen every Tuesday at 6 A M, and arrive at New York on Wednesday by 6 P M.

63. From Fishkill by Newburg and New Windsor to Goshen once a week.

Leave Fishkill every Wednesday by 7 A M, and arrive at Goshen by 5 P M. Leave Goshen every Tuesday at 7 A M, and arrive at Fishkill by 5 P M.

64. From New York by Jamaica, Huntington, Smithtown, Brookhaven, Suffolk, Southampton & Bridgehampton to Sagharbour once a week.

Leave New York every Thursday at 10 A M. and arrive at Sagharbour the next Saturday by 6 P M. Leave Sagharbour every Monday at 8 A M, and arrive at New York on Wednesday by 5 P M.

NEW-JERSEY.

65. From Woodbridge to Amboy three times a week.

Leave Woodbridge every Monday, Wednesday & Friday at 8 A M, and arrive at Amboy by 9 A M. Leave Amboy at noon and arrive at Woodbridge by 1 P M.

66. From Trenton by Allentown, Monmouth court-house, Shrewsbury, Middletown Point, Spotswood, New Brunswick, Somerset, New Germanton, Pittston and Flemington to Trenton once a week.

Leave Trenton every Tuesday by 10 A M, and return to Trenton the next Tuesday by 6 A M.

67. From Philadelphia by Taunton and Atsion to Tuckerton once in two weeks.

Leave Philadelphia every other Wednesday by 3 P M, arrive at Tuckerton on Thursday by 6 P M. Leave Tuckerton every other Tuesday by 6 A M, and arrive at Philadelphia on Wednesday by 9 A M.

68. From Philadelphia by Woodbury, Swedesborough, Woodstown and Salem to Bridgetown once a week.

Leave Philadelphia every Wednesday afternoon by 3 o'clock, and arrive at Bridgetown on Friday by 2 P M. Leave Bridgetown on Saturday at 8 A M, and arrive at Philadelphia on Wednesday at 9 A M.

69. From Philadelphia by Jenkintown, Plumstead and Pipers by Bethlehem to Easton once a week.

Leave Philadelphia every Wednesday by 10 A M, and arrive at Easton on Thursday by 2 P M. Returning. Leave Easton every Monday at 9 A M, and arrive at Philadelphia on Tuesday by 3 P M.

70. From Plumstead by Pipers and Alexandria to Pittston once a week.

Leave Plumstead every Thursday by 5 A M, arrive at Pittston by 11 A M. Leave Pittston by 1 P M, and arrive at Plumstead by 7 P M.

71. From Easton to Wilkesbarre once a week.

Leave Easton every Thursday by 3 P M, and arrive at Wilkesbarre on Saturday noon. Returning. Leave Wilkesbarre every Tuesday noon, and arrive at Easton every Thursday by noon.

72. From Philadelphia by Norristown, Trap, Pottsgrove, Reading, Lebanon and Harrisburg to Carlisle.

October 15 to April 15. Leave Philadelphia every Tuesday and Thursday at sunset, arrive at Reading every Thursday and Saturday at 4 P M. Leave Reading every Friday at 8 A M, arrive at Carlisle every Sunday by 11 A M. Returning Leave Carlisle every Sunday by 2 P M, arrive at Reading on Tuesday by 4 P M, leave Reading every Wednesday and Monday by 8 A M, and arrive at Philadelphia on Thursday and Tuesday by 4 P M.

April 15, to October 15. Leave Philadelphia every Wednesday and Friday at 8 A M, arrive at Reading on Thursday and Saturday by 11 A M. Leave Reading every Thursday noon, and arrive at Carlisle the next Saturday by 11 A M. Returning. Leave Carlisle every Monday noon, arrive at Reading on Tuesday by 7 P M. Leave Reading every Wednesday and Monday at 8 A M, and arrive at Philadelphia on Thursday and Tuesday by 9 A M.

73. From Reading by Hamburg, Sunbury and Northumberland to Louisburg once a week.

Leave Reading every Friday at 6 A M, and arrive at Louisburg on Monday by 10 A M. Returning Leave Louisburg every Tuesday noon, and arrive at Reading on Thursday by 4 P M.

74. From Harrisburg by Petersburg, Millerstown, Thompsontown, Mifflintown, Louistown, Huntingdon, Alexandria, Centre Furnace, Belle Fount, Milesburg, Aaronsburg, Mifflinburg, Louisburg, Northumberland, Sunbury and Halifax to Harrisburg once in two weeks.

Leave Harrisburg every Saturday by 6 A M, waiting at each post-office which shall be established on the route, two hours, and return again to Harrisburg the next Monday by 8 A M.

75. From Somerset by Connellsville to Union once a week.

Leave Somerset every Thursday by 5 A. M. arrive at Union by 4 P. M. Leave Union every Friday by 8 A. M and arrive at Somerset by 7 P. M.

76. From Pittsburg by Cannonsburg, Washington, West Liberty and Wheeling, to the mouth of Fishing Creek, once a week.

Leave Pittsburg every Friday by noon, and arrive at Fishing Creek on Sunday by 9 A M. Returning. Leave Fishing Creek every Wednesday by 4 P M, and arrive at Pittsburg the next Friday by 10 A M.

77. From Preston by Washington to Cincinnati once a week.

Leave Preston every Friday at noon, arrive at Washington by 8 P M, and at Cincinnati the next Monday noon. Returning. Leave Cincinnati every Tuesday at 6 A M, and arrive at Washington on Wednesday by 5 P M. Leave Washington at 9 P M, and arrive at Preston on Friday by 11½ A M.

From Petersburg by City Point to Bermuda Hundred, three times a week.

Leave Petersburg every Monday, Wednesday and Friday by 6 A M, and arrive at Bermuda Hundred by 11 A M, add arrive at Petersburg by 3 P M, on the same days.

KENTUCKY.

78. From Washington by Springfield, Bourbon, Lexington, Frankfort and Harrodsburg to Danville once a week,

Leave Washington every Saturday by 8 A M, and arrive at Danville the next Monday by 5 P M. Returning. Leave Danville every Tuesday by 8 A M, and arrive at Lexington on Wednesday noon, and at Washington on Thursday by 6 P M.

79. From Danville to Louisville by Beardstown once in two weeks.

Leave Danville every other Tuesday by noon, arrive at Louisville the next Thursday by 3 P M. Returning. Leave Louisville every other Friday by 6 A M, and arrive at Danville on Saturday by 6 P M.

80. From Danville by Stamford and Cumberland Gap to Moffat's store in Tennessee once a week.

Leave Danville every Monday at 2 P M. and arrive at Moffat's store the next Thursday by 6 P M. Leave Moffat's store every Friday by 6 A M, and arrive at Danville on Monday by 10 A M.

TENNESSEE.

81. From Knoxville by South West Point and Fort Blount and Craig Fort to Nashville once in two weeks.

Leave Knoxville every other Tuesday by 8 A M, and arrive at Nashville the next Monday by 9 A M. Returning. Leave Nashville every other Monday by 3 P M, and arrive at Knoxville the next Saturday by 8 P M.

MARYLAND AND VIRGINIA.

82. From Baltimore by Ellicot's Lower Mills, Montgomery Court House, Charlesburg, Leesburg, Middleburg and Warrenton to Culpeper, C. H. once a week.

Leave Baltimore every Monday noon, arrive at Leesburg on Tuesday evening, and at Culpeper Court House the next Thursday noon. Returning. Leave Culpeper Court House every Friday noon and arrive at Baltimore the next Monday by 9 A M.

83. From Allen's Fresh by Ludlow's Ferry to Port Conway in Virginia once in two weeks,

Leave Allen's Fresh every other Monday by 6 A M, and arrive at Port Conway by 6 P M. Returning. Leave Port Conway every other Tuesday by 8 A M, and arrive at Allen's Fresh by 7 P M.

84. From Morgantown by Petty John to to Clarksbury once in two weeks.

Leave Morgantown every other Monday by 5 A M, and arrive at Clarksburg by 5 P M. Returning. Leave Clarksburg every other Tuesday by 8 A M, and arrive at Morgantown by 8 P M.

85. From Todds to King and Queen, C. H. once a week.

Leave Todds every Thursday by 9 A M, arrive at King and Queen by 11 A M Leave King and Queen at 1 P M, and arrive at Todds by 6 P M.

86. From Halifax by Danville to Caswell court-house once in two weeks.

Leave Halifax court-house every other Tuesday by 2 P M, arrive at Caswell court-house the next Wednesday by 6 P M. Returning. Leave Caswell C. H. every other Thursday by 6 A M, and arrive at Halifax court-house on Friday by noon.

87. From Petersburgh by Suffex court house and Southampton court house to South Quay, once in two weeks.

Leave Petersburg every other Wednesday by 6 A M and arrive at South Quay on Thursday by 6 P M. Returning. Leave South Quay every other Monday by 6 A M and arrive at Petersburg on Tuesday by 3 P M.

NORTH-CAROLINA, &c.

88. From Newbern to Beaufort and Swansboro once in two weeks, the mail to go alternately.

Leave Newbern every other Thursday by 6 A M, remain at each of the offices two hours, and return to Newbern the next

89. From Wilmington by Georgetown to Charleston, once a week.

Leave Wilmington every Monday by 6 A M and arrive at Charleston the next Thursday by 10 A M. Leave Charleston every Thursday by 3 P M and arrive at Wilmington the next Sunday by 5 P M.

90. From Norfolk by Kempsville, Great Bridge and North West River Bridge to Jonesboro', once in two weeks

Leave Norfolk every other Wednesday at 9 A M and arrive at Jonesboro' on Thursday by 7 P M. Returning. Leave Jonesboro' every other Monday by 10 A M and arrive at Norfolk on Tuesday by 6 P M.

91. From North West River Bridge by New Lebanon to Elizabeth city, once in two weeks.

Leave North West River Bridge every other Friday by 6 A M add arrive at Elizabeth city by 6 P M. Leave Elizabeth city every other Saturday by 6 A M, and arrive at N. W. river bridge by 6 P M.

92. From Salem, N. C. by Bethania, Flower-Gap Grayson court-house and Austinville to Wythe court-house once in two weeks.

Leave Salem every other saturday by 6 A M, and arrive at Wythe c. h. the next Mon. by 6 P M. Leave Wythe court-house every other Tuesday by 9 A M, and arrive at Salem the next Thursday by 6 P M.

93. From Murfreesboro' by South Quay to Suffolk once a week.

From Murfreesboro' every Wednesday by 6 A M, arrive at Suffolk by 6 P M. Returning. Leave Suffolk every Tuesday by 6 A M, and arrive at Murfreesboro' by 6 P M.

94. From Fayetteville to Pittsburg once in two weeks.

Leave Fayetteville every other Wednesday by 6 A M, and arrive at Pittsburg on Thursday at 10 A M. Leave Pittsburg every other Thursday by 2 P M, and arrive at Fayetteville on Friday by 6 P M.

GEORGIA AND SOUTH-CAROLINA.

95. From Augusta by Robinson at the White Ponds and Gillets mills to Coosahatchy, once a week.

Leave Augusta every Tuesday by 8 A M and arrive at Coosahatchy on Wednesday by 7 P M. Returning. Leave Coosahatchy every Sunday at 6 A M and arrive at Augusta on Monday by 5 P M.

96. From Georgetown to Rocky Landing in Georgia, once in two weeks.

Leave Georgetown every other Monday at 6 A M, and arrive at Rocky Landing at 5 P M. Returning. Leave Rocky Landing every other Tuesday by 6 A M and arrive at Georgetown by 6 PM.

NEW JERSEY.

97. From Newtown by Hacketstown, Morristown and Chatham to Newark, and from Newark back by Chatham, Morristown, Booneton, Rockaway and Sparta to Newtown, once a week.

Leave Newtown every Thursday by 5 A M and arrive at Newark on Friday by 10 A M. Leave Newark every Friday by 2 P M, and arrive at Newtown on Saturday by 6 P M.

Note 1. The Post Master General may alter the times of arrival and departure at any time during the continuance of the contracts, he previously stipulating an adequate compensation for any extra expense that may be occasioned thereby.

Note 2. Half an hour shall be allowed for opening and closing the Mail at all offices where no particular time is specified.

Note 3. *For every hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the Contractor shall forfeit one dollar, and if the delay continue until the departure of any depending Mail, whereby the Mails destined for such depending Mail, lose a trip, an additional forfeiture of five dollars shall be incurred.*

Note 4. Newspapers as well as Letters are to be sent in the Mails; and if any person making proposals desires to carry newspapers other than those conveyed in the mail, for his own emolument, he must state in his proposals for what sum he will carry it with that emolument and for what sum without that emolument.

Note 5. Should any person making proposals desire an alteration of the times of arrival and departure above specified, he must state in his proposals the alterations desired, and the difference they will make in the terms of his contract.

Note 6. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly, in the months of January, April, July and October.

Note 7. The contracts are to be in operation on the first day of October next, and continue for four years, until the first of October 1801—excepting contracts for the routes No. 8, 9, 10, 31, 36, 50, 51, 57, 60, 74, 76, 77, 80, 81, 83, 84, 87, 90, 91, 92, 95—which are to continue for two years until the 1st of October, 1799.

JOSEPH HABERSHAM,
Post-Master General.

General Post-Office, Philadelphia,
May 27th, 1797.
June 1. 22awtJ31